World's Largest-Selling Motorcycle Magazine For Men
381 • March 2005
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TakingItEasy

Our all-wise government at work: (1) The District of Columbia's inspector general reported in September that the D.C. procurement office had recently sold 11 surplus fire trucks for a total of $3,125, when 11 nearly identical (year and model) trucks were sold over the Internet for more than $360,000. (2) The Washington Times reported that the same procurement office had recently awarded three construction contracts to a company whose head guy was awaiting sentencing on a **federal fraud** conviction. (3) Three days after the aforementioned report they found that the last of the three contracts was awarded two days after another D.C. government office had officially revoked the construction company's corporate charter for failing to make required filings. (I'll let you do the pondering.)

Only in New York City. A theme restaurant for cats (the Meow Mix Café) opened in New York City, allowing owners to dine with their kitties and eat similar dishes ("Deep Sea Delight" mackerel for felines, tuna rolls for humans). **No dogs are allowed,** and visitors' catnip must be checked at the door. But not to be outsmarted by the kitties, the dogs have their say too. Now there's a 96-page glossy magazine called, *New York Dog*, featuring a dog psychology advice column, dog horoscopes and dog obituaries, along with such articles as the makeover-inspiring "Queer Eye for the Scruffy Dog."

The Catholic Diocese of Orange County, California, which should be alarmed about facing millions of dollars in **abusive-priest lawsuits**, has quietly since 1998 bought up at least 10 luxury townhouses (some in beach communities, one $2 million house for the monsignor) for its priests. This is despite plenty of room for them in 56 church rectories, where priests have traditionally lived. According to an investigation, just the 10 identified properties have a total value of about $8.8 million. (Keep this in mind when the next collection plate comes your way.)

You know the old dictum: You've gotta spend money to make money. Well, here are some good examples. A government agency and a hospital **mailed out invoices** (using 37 cents postage, of course) to collect payments due of 5 cents and 1 cent. In the first case, she had been overpaid on her unemployment compensation claim from six years previous and was billed for a nickel, and in the second case a woman had paid a bill of $1,109.72, but the hospital said she owed $1,109.73.

When we read this, we all sizzled. In Oakland, California, police suspended their successful traffic safety program of random drunk-driving checkpoints because they had received too many **complaints from illegal aliens** who were being arrested not because they were driving drunk but because, as illegals, they lacked driver's licenses.

Two men removed the ATM from a gas station, **chained it to their bumper**, and drove away, dragging it through the streets, as if no one might notice.

This guy set fire to a pair of his wife's pants (because they were what she was wearing when she had a tryst with another man), but he wasn't able to **put out the fire** before it destroyed the couple's home. So, let's see, the lesson to this story is, if your wife is carrying on with someone, just let her go ahead and carry on? Hell, life is too complicated.

A man deposited bogus checks in the amounts of $350 and $41,300 in his account. Because he was successful in doing so, he probably decided to move up so he tried to **deposit bogus,** computer-generated checks into his account in the amounts of $5 b-i-l-l-i-o-n and $6 b-i-l-l-i-o-n. I guess he set his sights a little too high because it didn't work.

He was fleeing the police and was caught when he jumped into a car and started the engine before he noticed that the owner, working on it, had left it on jacks. **(Oops!)**

Three people brought a corpse in a wheelchair into a bank in an effort to withdraw his pension (signing for it by "Helping" move the dead man's hand across the paper). But a skeptical customer, who kept demanding that bank officials check for a pulse, scared off the **would-be "inheritors."** They left the body behind for the bank to deal with.

A man was ordered back to prison for violating his probation and was asked if he had anything to say. Instead of asking for leniency, he listed the inconveniences that lay ahead (i.e., crowded bus back to prison, various transfers from bus to bus on the way, etc., etc.) and then asked, apparently seriously, if the judge would please personally drive him back to prison. The prosecutor suggested that prison would give him **"a chance to think,"** and the judge said, "I think part of the problem is that he doesn't do as much thinking as maybe (we) would like him to." (A wise judge, as judges are meant to be.)

Meteorological officials in a Chinese province accused their counterparts in another province of **"stealing their clouds,"** in order to keep them for rain.

A murder defendant agreed to plead guilty to a killing provided that the judge kept him in the local jail for two more weeks before sending him to the penitentiary—so that he could be assured of seeing **the Super Bowl** on TV. A man's gotta have his priorities!

The dilemma of the bank robber—he should put on his mask soon enough so no one can see his face, but not too soon. In two unrelated robbery attempts, employees walked over and **locked the doors** when they saw men approaching the banks wearing, respectively, a ski mask and a face-covering stocking. In both cases the would-be suspects were in custody minutes later.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 381 • MARCH 2005

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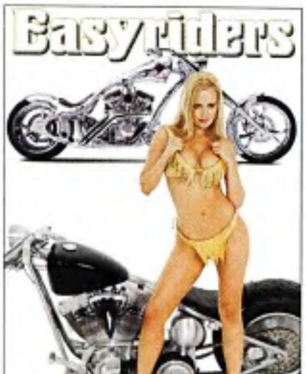

Eddie Trotta chopper shot by Don Rogers. Exile rigid and Tasty Tavia shot by Rick Hustead. Special imaging effects by Jeff Biggs.

The next liver-quiverin' issue goes on sale March 1st, 2005. **Printed in the USA.**

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WordMonger

H-D's Goodwill

You published my "Words From Bosnia" and my photo in the April '04 issue ("Wordmonger"). In the meantime I had a huge problem with my Road King Classic 2001 (I had purchased the bike in February of 2002).

The engine started "burning" oil, about one quart in every 600 miles, even though the bike had been serviced on a regular basis by an authorized Harley dealer and the oil cooler was mounted.

I approached the H-D dealer in neighboring Croatia, and they approached H-D Motor Company Europe. Just FOUR days after they had received the request and even though my warranty expired seven months previously, Harley expressed their "goodwill" and gave their approval for the entire engine to be repaired "on the house," i.e., new cylinders, pistons, piston rings, gaskets, seals and other needed parts to be reinstalled.

Now my bike is again like new. So this is one of the reasons why Harley is a great company and why we buy great Harley motorcycles. I know that the Harley-Davidson business policy is to carefully listen to specific customer's problems, and this shows that they also pay attention to their customers in small and remote countries like Bosnia.

I think it would be very important for your readers to know this.

Emir M. Dukatar
Sarajevo

Thanks for spreading the word, Emir and way to go, Harley-Davidson!

A Very Happy Rider

Though I'm an avid reader of all your bike mags, I never thought I'd send in a letter. But I find myself with three motivating factors: pride, gratitude and love.

In 1994, getting ready for a discharge from the Navy, I bought a 1978 Sportster for myself. I grew up riding dirt bikes, but this was my first Harley. I've loved it and ridden it (sore behind and all) for 10 years. Oh, by the way, it still looks just like the photo. I put on a teardrop air cleaner but otherwise kept her "old-school."

When my ol' man and I met in October of 2002, we rode the Sporty together until we got him a bike of his own. Then in December 2003 that man I love did the most wonderful thing for me. He bought me this beautiful 1997 Softail Custom for my birthday. I still have the Sporty (he won't let me sell my first Harley), but a Softail has always been my dream bike. And now thanks to my baby, I have the baby of my dreams.

It would mean the world to him (and me) to see my bikes in this mag. And thank you, David, for making me the happiest girl in the whole wide world.

Miki Finn
Campti, Louisiana

Here ya go, Miki.

Back In Iraq

Last year I sent you a photo of me in Iraq that you printed in a military issue of *In The Wind*. Well, I got home and took delivery of my 2004 Fat Boy, rode 1,414 miles to Sturgis with my new wife and now I'm back in Iraq.

Joel Pruitt
Iraq

Right on, Joel. Come home safe, brother. That bike and wife are waitin' for ya.

The Real Thing

I thought I'd send along this photo for a little humor for all the bros who are serving over here in the sand and missing all the rodeos and poker runs—and just plain old cruisin' the highway.

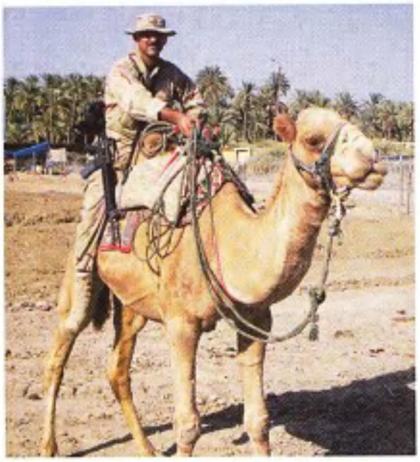
This is how you do a Poker Run Iraq style—it's not my '92 Ultra, but it will have to do (and just in case you've never seen one, here is a real camel toe).

Thanks for the great magazine. I look forward to the next issue.

Serving proudly in Kuwait and Iraq.

Sgr. Warren Digby
Iraq

Proof that you can't keep bikers down.



Yo!

Was shopping in Lucky Brand (I think Liz Claiborne owns this hip, mostly-made-in-the-USA pricey jeans store chain), and I saw a man's extra large, big, old T-shirt—Harley-Davidson Sturgis. How much is that shirt I asked. $450! They said it was rare, or something like that.

Think ya might want to check your closets for some old worn-out shirts?

Suzy
New York City

Shit, I'm gonna make a fortune!

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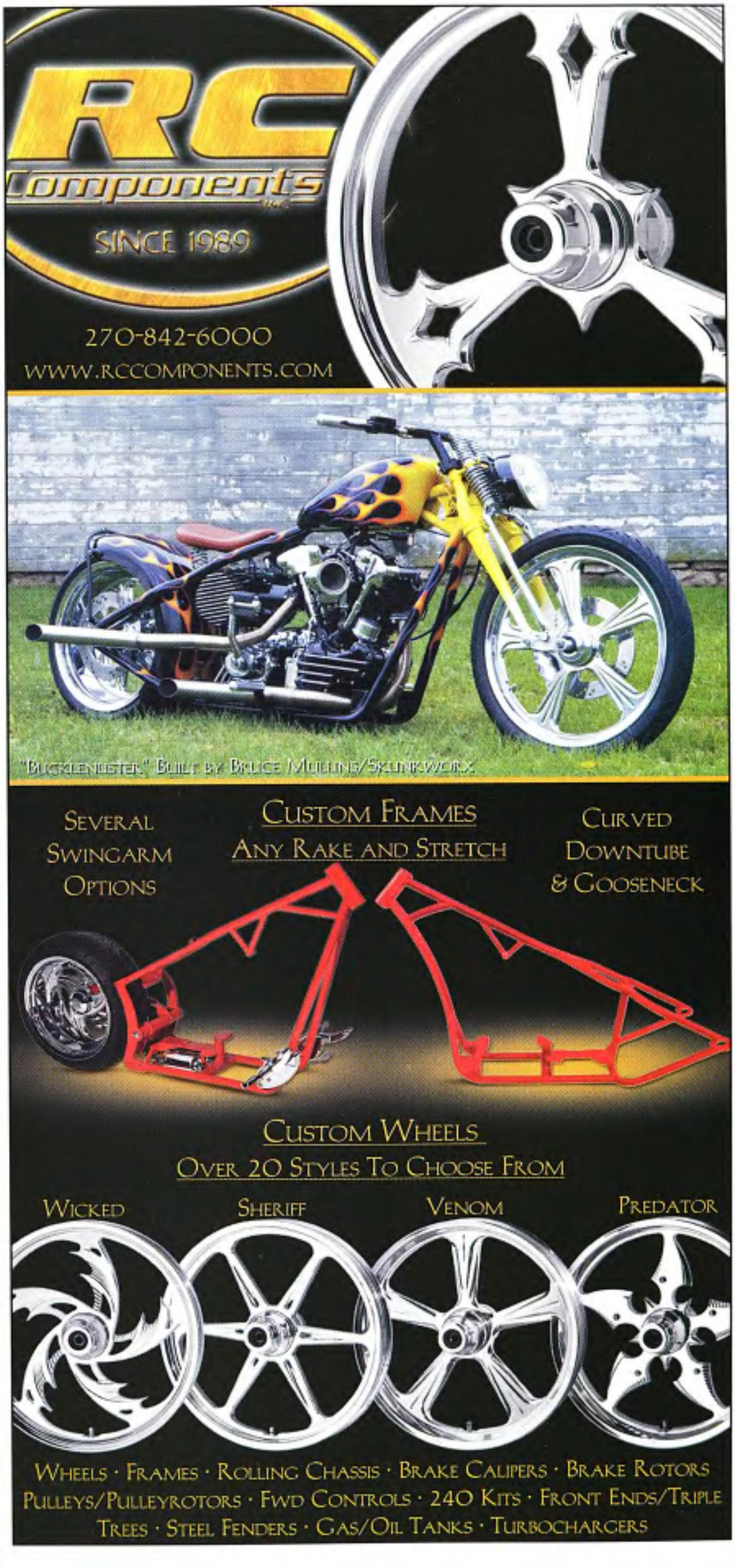


BUILT FOR TV, BUT IT'S A KEEPER!

TROTTA'S 30-DAY WONDER

"This silver-and-flamed rigid is just one of those good ones. It's one of those bikes that just seem to fall together perfectly," says Eddie Trotta, the guy who built it. It's one of those bikes that never give you a minute's trouble.

Built on a tight 30-day deadline imposed by the Discovery Channel for an episode of *The Great Biker Build-Off*, everything just turned out right. "And I like this one a lot," Eddie says, underscoring that by adding, "If someone wanted to buy it they'd have to give me a lot of money. This bike has never coughed, it's never burbled, it's never complained—and it still hasn't." And it even won the *Build-Off* to boot.

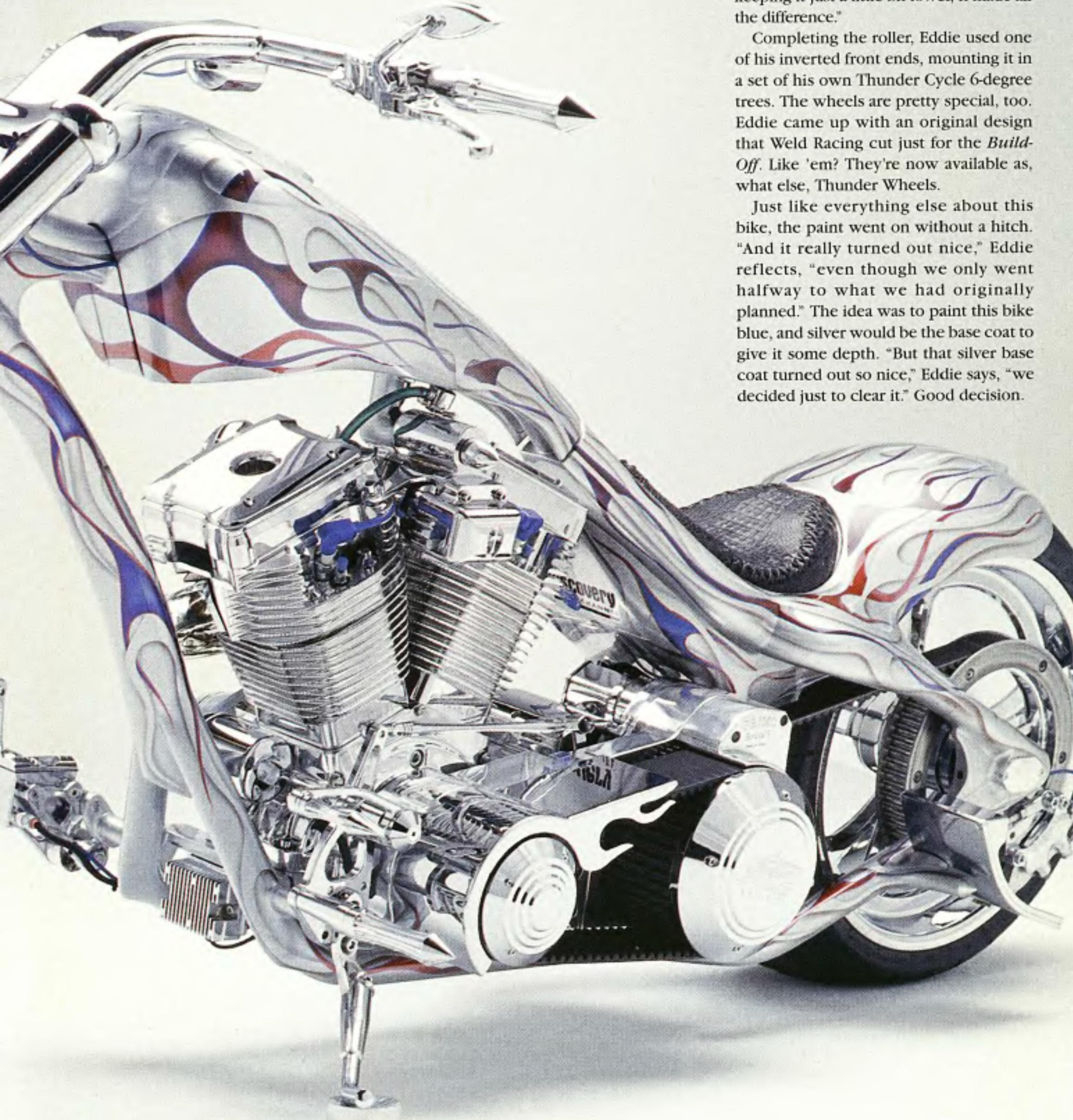
When Eddie got that TV call last December, "Thirty days seemed like a short time to do a bike," he remembers, so he thought a little about what kind of bike he could complete in that tight time frame and decided on a rigid. Told he would be facing off against Russell Mitchell, "I figured Russ would be building a rigid," Eddie says, "so I'd just build a wilder one." A great looking one as it happened, too, and it even incorporates a few new ideas Eddie and the guys at Thunder Cycle had wanted to try out.

For starters, they did a different kind of stretch on this version of their Drop Seat frame. Where most builders will go 10 up and 6 out with their basic chopper dimensions, this frame turns those numbers on their head and measures 10 out and just 4 up. "It gave the bike a whole different look and attitude," Eddie says, obviously pleased with the outcome.

This wasn't the first time Eddie had tried these dimensions or something close to them. Just before setting the tubing in the jig for this frame he had completed a bike that was 10 out and 6 up, "But this time by keeping it just a little bit lower, it made all the difference."

Completing the roller, Eddie used one of his inverted front ends, mounting it in a set of his own Thunder Cycle 6-degree trees. The wheels are pretty special, too. Eddie came up with an original design that Weld Racing cut just for the *Build-Off*. Like 'em? They're now available as, what else, Thunder Wheels.

Just like everything else about this bike, the paint went on without a hitch. "And it really turned out nice," Eddie reflects, "even though we only went halfway to what we had originally planned." The idea was to paint this bike blue, and silver would be the base coat to give it some depth. "But that silver base coat turned out so nice," Eddie says, "we decided just to clear it." Good decision.



Another good decision was to include that H&L-built 131-inch engine and the Baker 6-speed. Both performed flawlessly on the maiden ride from Fort Lauderdale, Florida, to Atlanta, and neither has skipped a beat since. The dress-up items on the powerplant, the pipes and the carb stack, are Thunder Cycle originals.

Now, about this bike not really being for sale. Not completely true. While this particular one might be hard to pry out of Eddie's hands, everything you see here—frame, tank, fenders, wheels, pipes, front end, the works—is now available right from Thunder Cycle. Eddie's put it all into production, offering the parts either separately or assembled and ready to roll. Thunder Storm is the model-name, in case you're interested.

And by the way, Eddie's just moved Thunder Cycle Design into a new 30,000-square-foot facility. The address is 550 West Sunrise in Fort Lauderdale, right down the street from his original place. "We ended up filming half of this build in the old place and half in the new," he says. Either way, it turned out right.

—Joe Kress

Owner: ....Eddie Trotta
City:..........Fort Lauderdale, Florida

General
Designer: ....EddieTrotta
Fabrication:..............Thunder Cycle Design
Year/make: ....2004 Thunder Cycle
Model: ....Thunder Storm
Assembly:................Thunder Cycle Design
Time: ....30 days
Chroming: ....Atlantic Plating

Engine
Year: ....2004 Evo billet
Rebuilder ....H&L
Displacement:......131 cubic inches
Cases: ....S&S
Cam: ....H&L
Ignition:..................................Crane
Carb: ....S&S
Air cleaner:....Thunder Cycle Design V-Stack
Pipes: ....Thunder Cycle Design C-4s

Transmission
Year/make: ....2004 Baker
Shifting: 6-speed

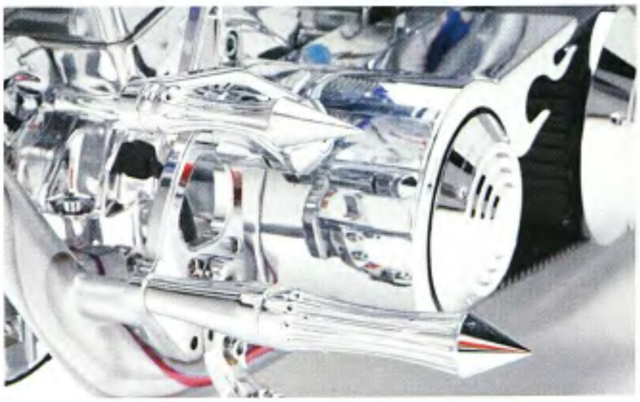
Painting
Molding: ......Thunder Cycle Design
Painter: ....Bones
Color:.......................................silver
Type: ....PPG

Frame
Year/make: ....2004 Thunder Cycle Design
Type: ....Drop Seat rigid
Rake/stretch: 42 degrees/0 out/4 up

Accessories
Handlebars: Thunder Cycle Design
Risers: ....Thunder Cycle Design
Handlebar controls:....Performance Machine
Fenders: ......Thunder Cycle Design
Headlight:......................Headwinds
Taillight: ......Thunder Cycle Design
Speedo:....................Dakota Digital
Pegs: ....Thunder Cycle Design
Foot controls: ....Thunder Cycle Design
Gas tank: ....Thunder Cycle Design
Oil tank: ......Thunder Cycle Design
Seat: ....Jeff Phipps
Mirrors: ....Thunder Cycle Design
Grips: ....Thunder Cycle Design

Front end
Type: ....inverted, 10 over
Builder: ....Thunder Cycle Design

Wheels
Make..........................Weld Racing, Thunder Wheels
Size: ....21 x 2.25, 18 x 9.50
Tires: ....Metzeler, 280 rear
Brakes: ......Thunder Cycle Design
Photos: ....Don Rogers



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PartsBox

Avon 330 Venom Tire Is V-Rated

When tire manufacturer Cooper-Avon Tyres Limited launched its 230/60H15 in 1998, some in the industry said motorcycle tires couldn't get any wider. Three years later, the massive 250/40HR18 Avon Venom R captured the imagination of custom bike builders the world over, spawning thousands of lovingly crafted bikes.

Today the industry is tooling up for another big tire, with custom bike builders such as Arlen Ness having already designed frames, wheels and drive systems to accommodate a tire that's over a foot wide.

Released in September 2004, the 330/30R17 Avon AM42 Venom-R features an ultra-low profile and modern looks. Designed for rims between 11.5 and 12.5 inches wide, the new Venom has one of the lowest sidewall profiles yet seen on a motorcycle tire, Avon says.

These tires are V-rated for speeds of up to 149 mph/240 kph and are of radial construction with aramid belts for added stability. The rear radial construction can be paired with a radial, bias-belted or cross-ply front tire. The new sizes also boast special rim protectors to prevent damage to wheels from potholes. The Avon rim protection system will be a welcome feature for riders investing in expensive custom wheels, Avon says.

The Venom-R range provides a range of fronts to match the new fat look. These include the Venom-R AM41 120/70R19 60W, 120/70-21 62H, 130/70R18 63H and 150/80R17 72H.

Carolina Custom Frame Kits Boasts Many Features

Carolina Custom Products' frames are TIG welded and come with raised engine and transmission pads. The frames feature pre-installed Timken neck races, Timken neck bearings and stainless steel dust covers. The lower neck quadrant and lower dust cover include a built-in internal fork stop system. They also come with a 1-inch diameter, flush-mount, zinc-plated axle assembly with stainless steel hardware. Swingarms are made from1 3/4-inch single tube rails. They include brake tabs for a drive-side brake system. Pivot bearings and spacer tube are installed on the swing arm. Each swing arm includes chrome-plated pivot bolts with washers and spacers, a rubber bump stop with stainless steel hardware and polished aluminum axle covers.

The manufacturer also offers their frames as kits, including oil tank and rear fenders. The kits are available in standard configurations including 250 and 300, rigid and hidden-shock, pro-street and chopper.

Check out their full line of products at www.carolinacustomproducts.com or call at 704-592-2355.

RevTech 110 V-twin Mixes Beauty And Brawn

The engineers and technicians at Custom Chrome spent thousands of hours developing the RevTech 110 with three major goals: high performance, exceptional reliability, and head turning good looks, the company says.

The RevTech 110 was engineered to make lots of power and features a bore and stroke combination of 4 inches by 4 3/8 inches, in an effort to deliver a wide power band for all occasions. The RevTech 110 is said to produce over 115 horsepower and 120 foot-pounds of torque.

The design team wanted an engine that would be virtually indestructible and started off developing new crankcases and then created a new manufacturing

process to make them. The flywheels and connecting rods are made from top-quality forged steel.

Custom Chrome also wanted their RevTech 110 to look good with its blind case bolts, matched crankcase halves, and smooth crankcase-to-cylinder-base profile. The rocker boxes were designed by John Reed and the fin edges on the barrels and heads are machined for a clean look.

See your Custom Chrome dealer for more information or go to www.customchrome.com.

Daytec Goliath 250 Frames Come Loaded With Features

The Goliath series frames are made with massive 1 1/2-inch tubing on the frame and 1 1/4-inch tubing on the swingarm. They feature a hidden rear axle and a removable front motor mount assembly. Frames are available in left- or right-side drive with Daytec's own STS or Stealth swingarm. Frames accept a 250-series tire, 5- or 6-speed transmissions and any size Evo motor. Frame kits come primered and ready for paint with your choice of STS or Stealth swingarm, polished stainless steel rock guard kit, pivot

axle bearing and shaft assembly, 1-inch diameter rear axle and axle block covers and shock safety kit.

Contact Daytec 760-244-1591 or visit www.dayteccenter.com for a extensive look at the manufacturer's product line.

Headwinds Has Headlights With Integrated Turn Signals And Hidden Wiring

Headwinds has introduced another variation in its line of custom billet aluminum headlights. This new headlight comes with mounted turn signals. Closely matching the profile of the headlight, the turn signals come installed as shown or can be placed at any other angle, according to the customer's specifications. The wiring harness for both turn signals and headlight is concealed inside the headlight housing for a clean look.

Contact Headwinds 626-359-8044 to find out more or visit their Web site www.headwinds.com.

Heartland USA's Horizon Side-Mount Plate Holder New To Lineup

Heartland USA has added the Horizon to their line of side-mounted plate holders. CNC machined from billet aluminum with a chrome finish it's designed to mount to the passenger foot peg mount, in conjunction with rear pegs. The mount uses a bright, cateye LED under a red prismatic lens for running and brake light functions. The plate holders come with a folding mechanism that activates on impact. It can also be folded in when the bike is parked or trailered. Stainless steel mounting hardware is included. The Horizon plate holder is designed to fit '86-and-up Softail models.

For more information on this and other exclusive Heartland USA products contact them at 310-822-2697 for a free catalog or see them on the Web at www.heartlandbiker.com.

Le Pera Sorrento Seat Blends Form And Function

Not resting on its laurels after nearly four decades of making motorcycle seats, the Le Pera family introduced the Sorrento model. The seat blends the best of classic and contemporary styling with exceptional comfort; the Sorrento seat is pure class in a totally functional package, Le Pera says. As with all Le Pera seats the Sorrento is constructed around a stamped, formed, welded and powder-coated steel base plate fit with soft, yet durable carpet on the bottom and metal reinforced vinyl trim around the edges. A specially developed, custom molded Marathon foam ensures comfortable cruising. Le Pera's seats have double stitching with bonded polyester thread. Seats can be made to order and are available in a variety of traditional and exotic materials.

For complete details on the entire line of Le Pera seats for stock and custom chassis applications visit the online at www.lepera.com or call 818-767-5110.

New York City Choppers Has Frames For You

New York City Choppers offers a line of custom frames available in suspended and rigid from. The frames can be manufactured from standard width with belt to 280 right-side drive configuration. The right-side drive model is only available for suspended applications. All frames are made from 1 1/2-inch tubing with a radiused backbone and radiused downtube. Hidden axle plates also come with each frame. Frames can be set to accept a 4- or 5-speed transmission and any

V-twin engine except Harley-Davidson Twin Cam. The frames are designed for use with a stock-length FL-type springer front end and can be ordered for forward or mid-glide foot controls.

Call NYC Choppers at 212-643-6200 to find out more about their accessories or visit www.nycchoppers.com.

Panoptx's Diablo CV Also Available With Rx Lenses

Panoptx's Diablo CV eyegear offers telescoping temples to relieve pressure points often associated with wearing sunglasses. In addition, the CV (convertible) option, allows the wearer to "pop out" the foam eyecup, turning it into regular sunglasses. The Diablo CV is available in metallic black and tortoise for \$145 - \$180 retail, depending on the lens.

Panoptx says they are one of a very few manufacturers who offer Rx, and now consumers can purchase their Rx Panoptx directly from the retailer without having to go through Panoptx or a special optical lab.

Call Panoptx Eyewear at 877-PANOP-TX for information or go to the company's Web site www.panoptx.com.

PM Contour Method Wheels Are Ready To Roll

With an eye on '50s street rods and a keen understanding of 21st century CNC equipment, Performance Machine's design department has spawned its latest wheel, the Method. Representing the most recent addition to their Contour wheel line.

Created last year when PM tossed aside all the rules concerning custom motorcycle wheels, the Contour line of custom billet wheels uses new forgings, tooling and designs and is manufactured in limited quantities. With its Contour wheels, Performance Machine feels it reinvented what could previously be

done with machined aluminum.

The Method, along with the other Contour wheels allows the spoke shape to flow out on to the hub and rim face as each design becomes as much art as it is wheel. We'd have to agree.

Contact Performance Machine for more information at 714-523-3000 or see them on the Web at www.performancemachine.com.

Four-Step Dual Crossover Header And Muffler For Road King And Dressers Now By Caliber (below)

Caliber High Performance Exhaust has designed and developed a dual-crossover, 4-step exhaust system for '95 to '04 Road Kings and full dressers. The system utilizes a 3-step header and incorporates a tuned muffler as the 4th step. The system is believed to greatly improve the street performance of these motorcycles, at the same time producing a deep, invigorating sound.

The complete system includes full-coverage heat shields, new exhaust gaskets, mounting hardware, a chromed 3-inch muffler and an engraved and chromed aluminum end cap. Samson says the Caliber's smooth, flowing lines are evidence of careful planning and an eye for good looks. The right-side pipe follows the lines of the classic styling of the bike and makes a single straight line from the floorboards to the end of the muffler. The left-side pipe exits from the rear cylinder to form strong lines that end behind the bags.

"Street rideability is what these pipes are all about," said Kenny Price, CEO of Samson Motorcycle Products. "The new Caliber line raises the bar for performance pipes that look good." Extensive Dyno testing proves that the Caliber True Dual Crossover system put the power to the road with significant increases in horsepower and torque.

All Caliber exhaust systems come with a full two-year warranty.

Call Samson Motorcycle Products at 714-518-2480 for more information about this and many other exhaust systems or click on www.samsonusa.com.

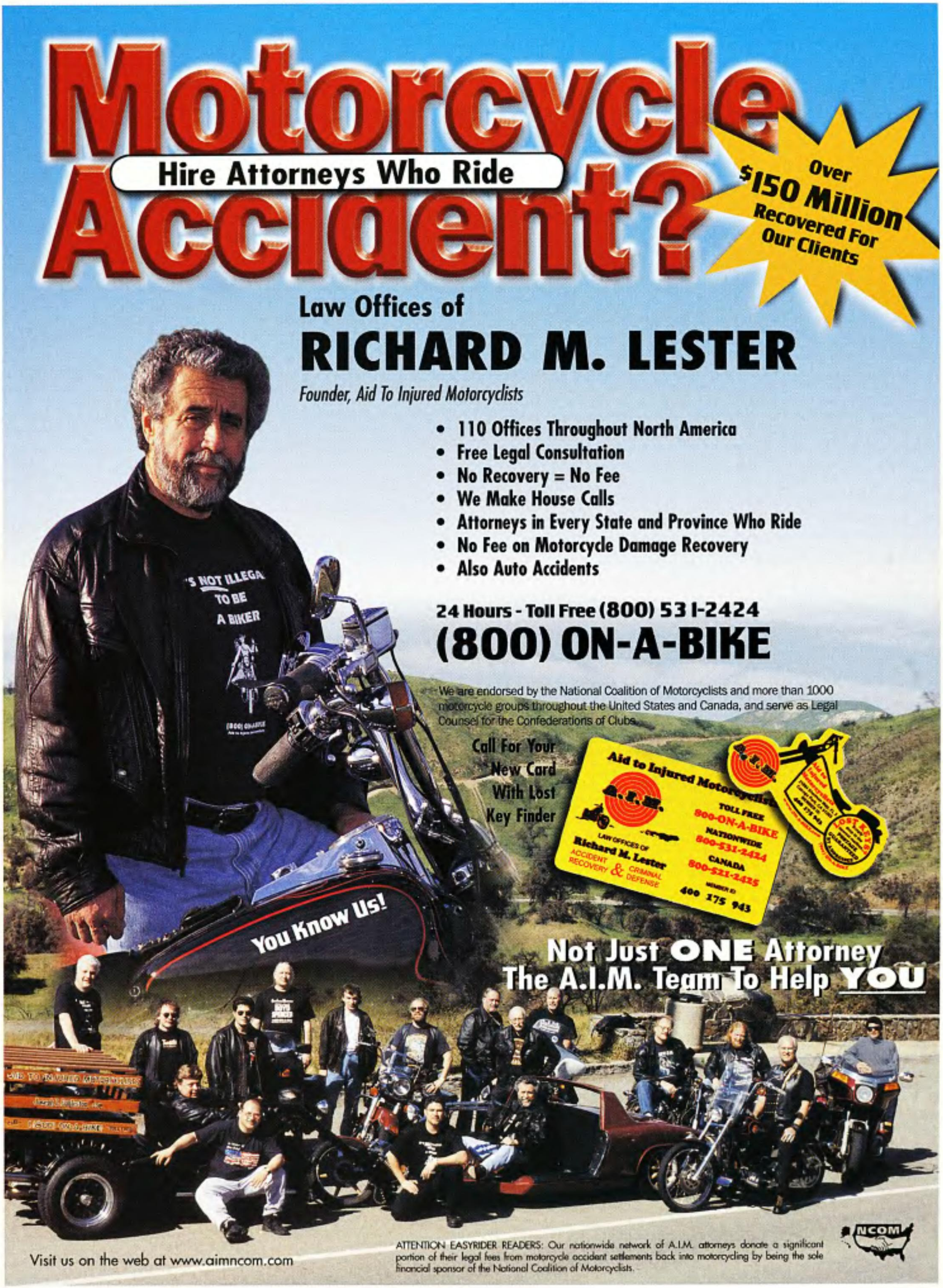
Hugger Front Fender By Sumax Hugs Tight

Sumax' new Hugger front fender is designed to wrap tightly around the front

wheel of your motorcycle to give it the custom look that's the rage today. The fender is made from composite glass that makes it lighter, yet much stronger than conventional fiberglass, the manufacturer says. A finish of a premium-grade primer gel coat makes these fenders ready to sand and shoot.

The new Sumax Hugger fender is available for narrow front ends running a 100/90 x19-inch tire and retails for $139. The wide front end model is for bikes running a 130/90 x 16-inch tire and sells for $155.

Call Sumax at 800-654-5546 or 315-768-1058 for information on their products and services or look them up on the Web at www.sumax.com.



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NCOM

GETTING TURBULENT IN FLORIDA

PETE G's CHOPPER DESIGN

The Sunshine State recently had a crash course in turbulence thanks to four hurricanes in the spate of three weeks, hardly time to even let the paint dry on "Turbulent," a turbocharged chopper that had semi-patiently waited some seven years to see the light of day.

As Pete G. of Longwood, Florida's Pete G's Chopper Design tells us the bike's owner, Dan Huddlestone, had been living in the Chicago area when in 1997 he embarked on a bike project, accumulating various parts all of which gathered dust for years. Then Dan made one of those lane changes in life, relocating to the Orlando area, home of Walt Disney World.

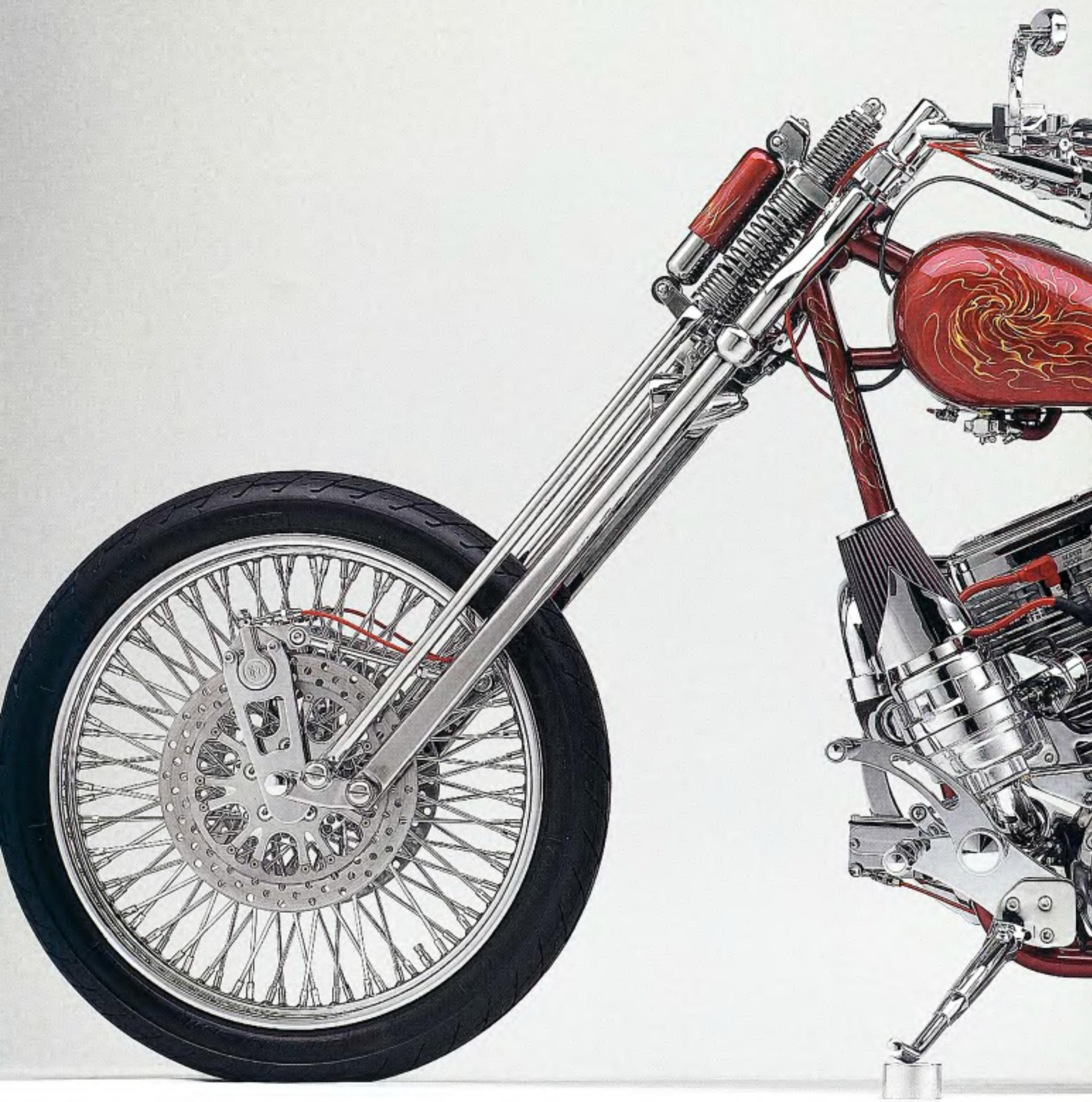
Dan's idea of an E-ticket ride was putting his long dormant project up on wheels. So he finally trucked the components, including a 96-inch S&S motor, an Aerocharger turbo, Gambler rigid frame and Paughco springer, over to Pete G's shop.

Pete G, once upon a time, was the largest Internet provider in his area, but one day he decided to toss the beeper he constantly kept under his pillow and look for something less stressful and more interesting. He sold the company and walked away with a hefty chunk of change. He wanted to build his dream chopper, so with a buddy he bought himself a little shop and about 10 grand worth of parts to go with it.

That one bike led to another and he soon found himself as a full-time custom bike builder—loving the hell out of every minute of it. His customs go the distance. His 100-cubic-inch S&S custom daily rider has racked up 20,000 miles with not so much as a sparkplug change.

When Pete looked at Dan's pile of parts he decided he was going to reduce the "nastiness" level of some of the pieces, basically turning everything ultra-sanitary. "If you've seen an turbo Aerocharger, it's got a big, ugly, nasty looking coil cover or at least where the coil cover would be and with all this bullshit on it. I just wasn't going to have that," he says.

"Our challenge," Pete continues, "was to get it clean, so we hid everything under the seat, behind the oil tank, took hard lines and ran them up through the frame, whatever. The real skinny is there are three fuel lines, two for the tank, one for the carb all going under the seat. Two are stainless steels lines grafted right to the backbone while the third is a rubber hose that runs through the backbone to make the plumbing invisible. As for the springer we took the headlamp that came with the front end and tossed it in favor of two Headwinds lights placed low under the springer. The bottom line is we've got an 8:1compression 96-inch



S&S motor with an 11-pound boost turbo. Stupid fast. Around 160 horsepower. It really rides nice."

Master painter Chris Cruz was brought in to do up one of his show-winning paintjobs. Pete explains: "We said, we're calling it 'Turbulent' and want it based on red to give people the feeling of the turbo-charger and that's all the direction he got because if you know Chris he's going to do a friggin' good job. He even managed to airbrush the belt on BDL Top Fuel belt-drive. Way cool."

Describing the bike's distinctive exhaust, Pete says, "It sounds funky. On idle it's like a Chevelle with too big a cam. But when you're rockin' it, it's got the Harley grunt. If you want to putt around town on this bike you'd never know it's a turbo because it's such low compression. This thing doesn't give a crap, it starts up so fast and there's zero turbo lag because of the Aerocharger's variable vane design. You whack the throttle and it's on. You just better hold on."

Pete sums it up when he says, "It's a classic *Easyriders* bike...semi-old-school chopper, real short, everything clean, no front fender, thank you very much. My gratification, the real trophy for me is when the customer comes back and has that look on his face. And

then I get to ride these bikes...I'm blasting down the road, no shit's falling off, it looks great...and it's my idea. I think it's killer. You can tell I'm a little enthused about the business," laughs Pete.

Turbulent took a trophy home from the Rat's Hole Show in Daytona, Florida, and now's up for sale. For more info log on to www.chopperdesign.com or call 407-834-5007.

—Paul Garson

Owner: Dan Huddlestone
City: Orlando, Florida

General

Designer: Pete G's
Fabrication: Pete G's
Year and make: 2003 Special Construction
Model: Turbulent
Assembly: Pete G's
Time: one year
Chroming: Space Coast

Engine

Year: 1998
Model: S&S
Rebuilder: S&S
Ignition: Compufire
Displacement: 96-inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: Crane 0.600
Lifters: S&S
Carb(s): CV
Air cleaner: Aerocharger
Pipes: Aerocharger
Mufflers: none
Transmission: 1998 Andrews
Modifications: none
Shifting: foot

Painting

Painter: Chris Cruz Artistry
Color/type: candy red
Special paint: House of Kolor

Frame

Year: 1998
Builder: Gambler
Type: rigid
Rake: 38 degrees
Stretch: 6 inches
Shocks: none

Accessories

Bars: Paul Yaffe Originals
Handlebar controls: OMP
Fenders: WCC/Pete G's
Headlight: Headwinds
Taillight: Ness
Pegs: Accutronix
Electrics: Pete G's
Gas tank: Fat Katz
Oil tank: Gambler/Pete G's
Oil system: S&S
Seat: Tom Johnson
Sissybar: none
Mirrors: Wicked Image
Grips: OMP

Forks

Type: springer
Extension: 9 inches
Builder: Paughco

Wheels

Front

Size: 21 inches
Wheel: AWW
Tire: Avon
Brake: Performance Machine

Rear

Size: 16 x 200
Wheel: AWW
Tire: Avon
Brake: Performance Machine

Photographer: Michael Lichter

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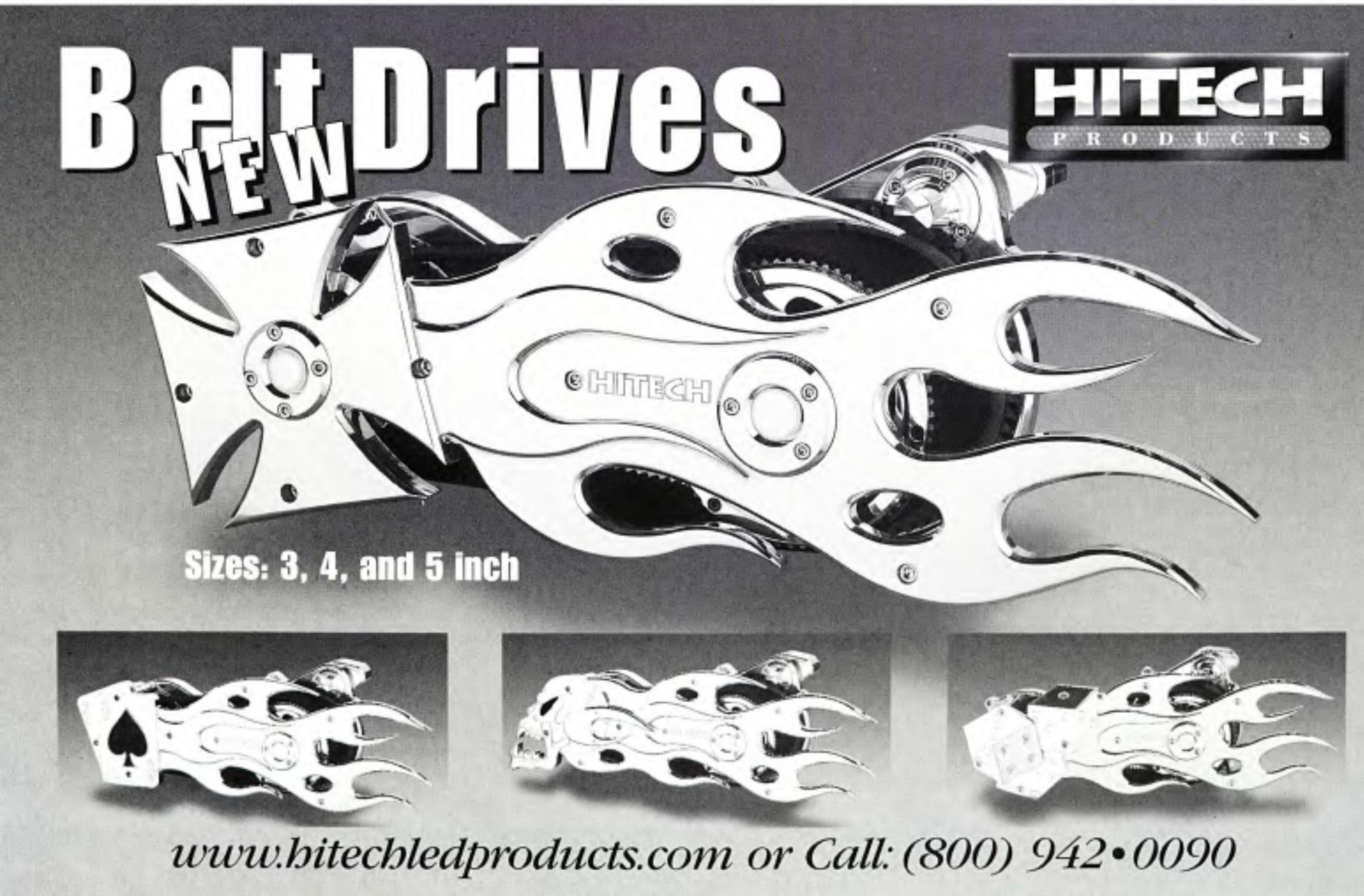
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Happenings

ALABAMA
Abba Shriner's
Motor Corp MC Rally
Date: Feb. 4-6
Place: Mobile
Info: 251-873-4385

ARIZONA
9th Annual
Arizona Bike Week
Date: Apr. 1-10
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Inaugural Wild West
Bike Fest
Date: Apr. 1-3
Place: Goodyear
Info:
wildwestbikefest.com

44th Annual Yuma
Prison Run
Date: Apr. 15-17
Place: Yuma
Info: 818-597-9492

ARKANSAS
20th Annual Swap
Meet and Show
Date: Feb. 5-6
Place: ABATE D-1
Info:geocities.com/
abatedistrict1

CALIFORNIA
Pomona Cycle Show
and Swap Meet
Date: Feb. 27
Place: Fairplex, Pomona
Info: 714-557-1846
toppingevents.com

7th Annual Klamath
River Run
Date: Mar. 9
Place: Sportsman Lodge,
Klamath River
Info: 530-465-2366

Long Beach Cycle Show
and Swap Meet
Date: Mar. 27
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
toppingevents.com

COLORADO
34th Annual Tri-state
Swap Meet
Date: Feb. 5-6
Place: Nat. Western
Stock Show Complex,
Denver
Info:
www.tristateswapmeet.com

15th Super Show
& Swap Meet
Date: Feb. 12-13
Place: Colorado Springs
Info: 719-487-8005
propromotions.com

Easyriders Bike Show
Date: Apr. 16
Convention Center,
Denver
Info: 800-962-9857
easyridersevents.com

FLORIDA
Webster Winter Show
and Swap Meet
Date: Feb. 19-20
Place: Webster.
Info: 800-832-3477
www.cyclemeet.com

Spider's Cycle City
Camping
Date: Mar. 1-14
Place: Volusia
Speedway Park
Info: 888-438-2729

Orlando Bike Week
Date: Mar. 4-13
Place: Orlando
Info: 877-740-3770
orlandoharley.com

Daytona Bike Week
Date: Mar. 4-13
Place: Daytona
Info:
www.daytonachamber.com
www.bikeweek.com

4th Annual Miami
Motorcycle Show
Date: Apr. 1-3
Place: Coconut Grove
Expo Center, Miami
Info: 305-441-2865
miamimotorcycle.com

GEORGIA
MDA Bike Show
Date: Date: Feb. 17-20
Place: Centerville
Info: 478-474-3344
www.maconhog.com

ABATE of Georgia
Swap Meet &
Bike Show
Date: Feb. 27
Place: Lakewood
Fairgrounds, Atlanta
Info: 404-294-8900

Lake Hartwell Bike
Rally & Show
Date: Apr. 2-4
Place: Lavonia
Speedway
Info: 404-376-2696
lakehartwellbikerally.com

ILLINOIS
Motorcycle Parts
Extravaganza
Date: Mar. 6
Place: Exposition
Gardens, Peoria
Info: 217-864-9540

Motorcycle Parts
Extravaganza
Date: Apr. 10
Place: Belle-Clair
Fairgrounds, Belleville
Info: 217-864-9540

INDIANA
14th Indiana
Motorcycle Expo
Date: Feb. 24-27
Place: Indiana State
Fairgrounds,
Indianapolis
Info: 317-546-4344

LOUISIANA
Louisiana Purchase
MC Rally
Date: Mar. 17-20
Place: New Iberia
Info: 337-277-9500
www.laprally.com

6th Annual Poker Run
Date: March 12
Place: Crowley
Info: 337-783-8590

Blast on the Bayou
MC Rally
Date: Apr. 14-17
Place: Lafayette
Info: 337-857-0043
www.blastrally.com

MARYLAND
Mid-Atlantic
Motorcycle Show
Date: Feb. 11-13
Place: Fairgrounds,
Timonium
Info: 410-561-7323
cycleshow.net

MICHIGAN
Motorcycle Show
Date: Feb. 25-27
Place: COBO Center,
Detroit
Info: 800-331-5706
motorcycleshows.com

Giant Motorcycle
Swap Meet
Date: Feb. 27
Place: State
Fairgrounds,
Detroit
Info: 800-968-4242
motorcycleswap.com

Giant Motorcycle
Swap Meet
Date: Mar. 13
Place: IMA Arena,
Flint
Info: 800-968-4242
motorcycleswap.com

Giant Motorcycle
Swap Meet
Date: Apr. 3
Place: Deltaplex,
Grand Rapids
Info: 800-968-4242
motorcycleswap.com

MINNESOTA
Motorcycle
Swap Meet
Date: Date: Feb. 20
Place:
St Paul Armory
Info: 612-598-1974

Motorcycle
Swap Meet
Date: Date: Mar. 13
Place: Duluth
Convention Center
Info: 612-598-1974

MISSISSIPPI
Crossroads Bikes &
Blues Rally
Date: Mar. 18-20
Place: Coahoma
County Expo,
Clarksdale
Info: 662-624-2281
Crossroadsrally.com

South Mississippi
Bike Rally
Date: Mar. 30-Apr. 3
Place: Misfits MC.
Hattiesburg
Info: 800-852-4866

MISSOURI
Easyriders Bike Show
Date: Apr. 9
Place: Kansas City
Info: 800-962-9857
easyridersevents.com

NEW MEXICO
Show & Swap Meet
Date: Apr. 9-10
Place: Rt. 66 Casino,
Albuquerque
Info: 505-434-7771

NEVADA
High Rollers Annual
Poker Run
Date: Apr. 3
Place: Blue Diamond
Saloon, Las Vegas
Info: 702-564-3720
Highrollersra.com

NEW YORK
15th Annual Pre
Daytona Boogie
Date: Feb. 20
Place: Kingston
Info: 607-863-4295
www.odypro.com

NORTH CAROLINA
Super Swap &
Bike Shop
Date: Feb. 19-20
Place: Charlotte
Info: 386-252-3101
cycleprousa.com

OHIO
Easyriders Bike Show
Date: Feb. 18-20
Place: Columbus
Info: 800-962-9857
easyridersevents.com

Walneck's
Motorcycle Swap
Meet & Show
Date: Apr. 10
Place: Clark Co.
Fairgrounds,
Springfield
Info: 630-985-2097
walneckswap.com

OKLAHOMA
25th Annual
MC Show
Date: Mar. 12-13
Place: Tulsa ABATE
Info: 918-734-1815
tulok.com/abate

OREGON
Easyriders Bike Show
Date: Apr. 2
Place: Portland
Info: 800-962-9857
easyridersevents.com

PENNSYLVANIA
Rev and Roll
Motorcycle Expo
Date: Apr. 15-17
Place: Pittsburgh
Info: 412-351-7466
revandroll.com

SOUTH CAROLINA
Heritage
Motorcycle Rally
Date: Apr. 8-17
Place: Charleston
Info: 843-767-4258
www.heritagemotor-
cyclerally.com

Charleston
Motorcycle Week
Date: Apr. 8-17
Place: Charleston
Info: charlestonmo-
torcycleweek.com

TENNESSEE
CMA Blessing
of the Bikes.
Date: Mar. 27
Place: Hamilton
County River Park,
Chattanooga
Info: 423-313-1663,
cmachattanooga.com

TEXAS
St. Valentine's Day
Massacre
Date: Feb. 18-20
Place: Kendall Co.
Fairgrounds, Boerne
Info: 210-822-5653
massacrerally.com

4th Annual Thunder
On The Trinity
Date: Mar. 18-20
Place: Fairgrounds,
Liberty
Info: 936-336-2775
thunderonthetrinity.com

South Texas
Motorcycle Show
Date: Mar. 18-20
Place: Freeman
Coliseum,
San Antonio
Info: 410-239-0606
txbikeshow.com

5th Annual Thunder
in the Hill Country
Date: Apr. 1-3
Place: Mansfield
Park, Bandera
Info: 936-334-0558

River City Bike Fest
Date: Apr. 8-10
Place: Camargo
Park, San Antonio
Info: 210-336-0619
rivercitybikefest.com

8th Annual West
Texas Thunder Run
Date: Apr. 15-17
Place: Alpine
Info: 432-349-1556
www.pdap.org

WEST VIRGINIA
MC Swap Meet
Date: Feb. 20
Place: HARV
Building,
Chester
Info: 724-573-1459

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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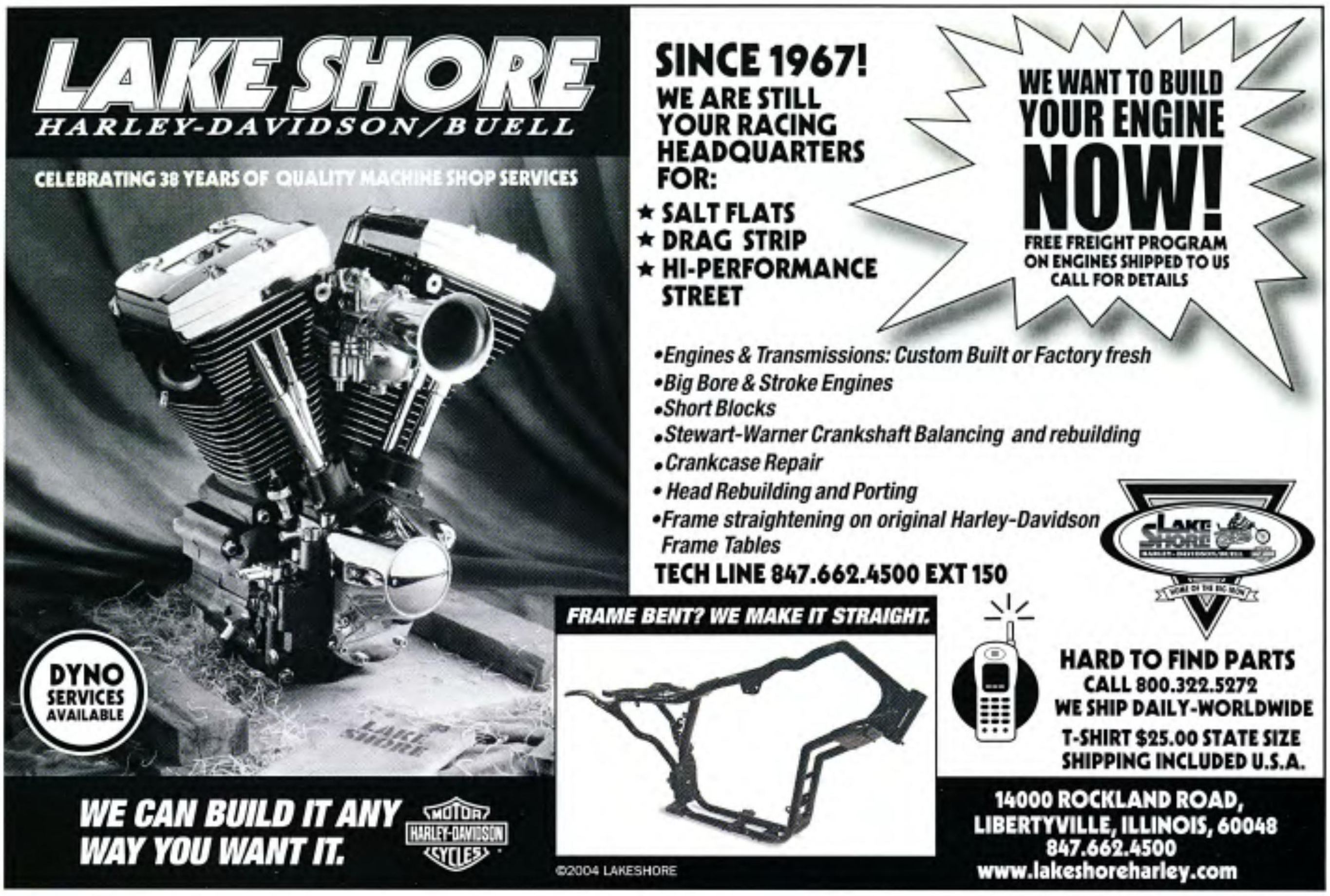
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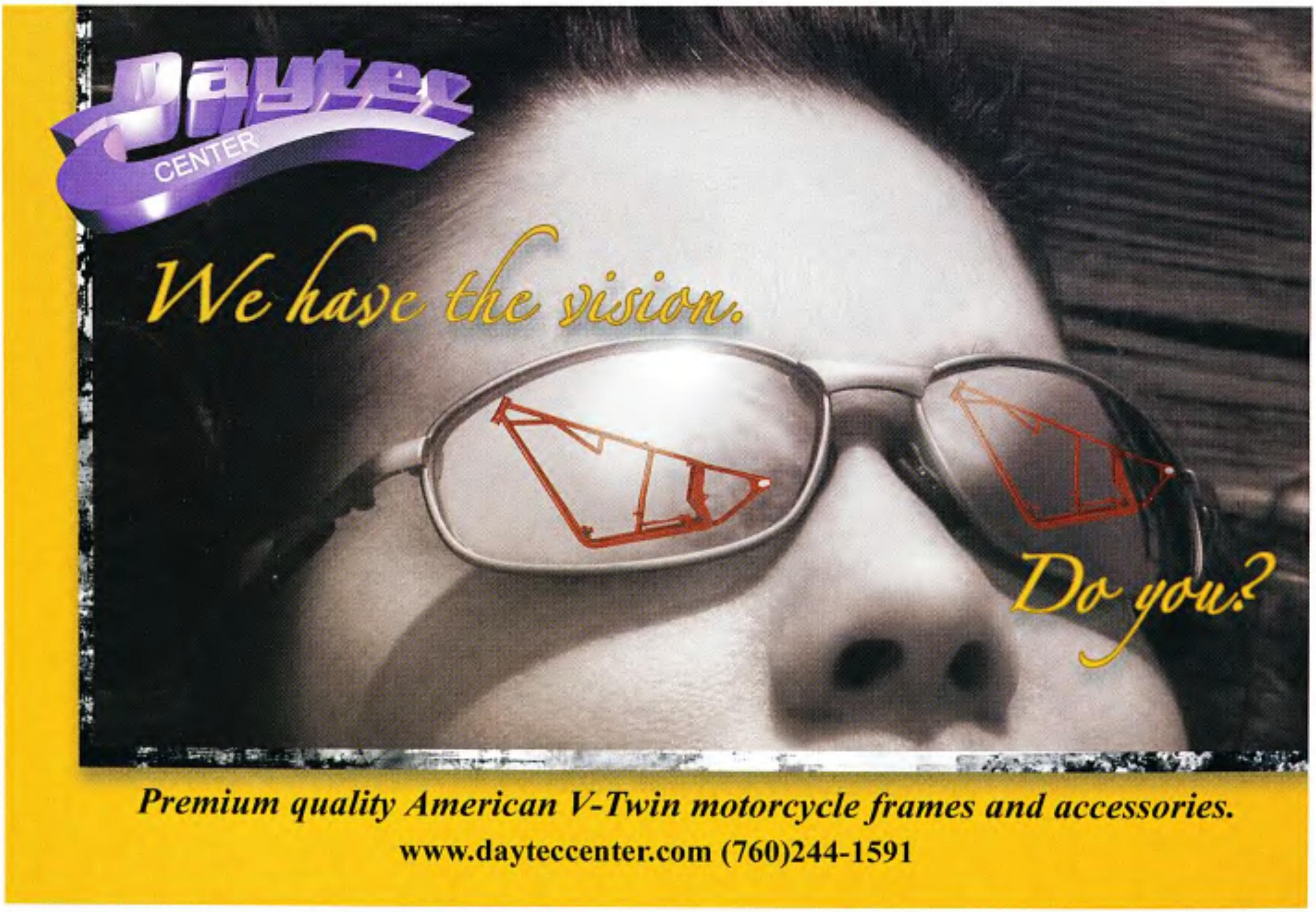
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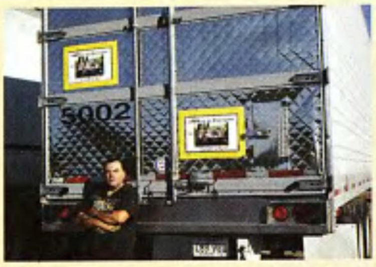

Photo: ABATE of Arizona

LOOK OUT FOR MOTORCYCLES

William Storms (safety coordinator for Yavapai chapter of ABATE of Arizona) is getting the message out on motorcycle awareness from coast to coast. "Look Out For Motorcycles" is what you will see on the rear trailer doors of his 18-wheeler. William took posters designed by Bobbie Hartman (ABATE of Arizona) and funded by the Motorcycle Safety Fund of Arizona to get his message across. William joined Yavapai ABATE in December of 2003. He has been riding motorcycles for 45 years and driving 18-wheelers for 25 years. Like most of us he has lost friends and family due to motorcycle accidents.

William is now dedicated to fighting for freedom of the road for motorcyclists along with promoting rider education and motorcycle awareness for automobile drivers. William hopes with the posters on his 18-wheeler, going coast to coast that he can open the eyes of others and maybe save a life. The sign on his 18-wheeler is also catching the attention of a lot of other truckers who ask him what he's doing. He has already received $125 in donations, and some of the truckers are wanting to join ABATE in their home states. In closing, my sincere thanks to Pat Rogers, ABATE of Arizona, and the MRF for bringing this item to our attention. *—Twiggy*

Hunks On Bikes

BIKERS IN BOXERS

For years now, many of you ladies who read *Easyriders* have increasingly wanted to know why we don't feature so-called male "Hunks on Bikes"? Our response has always been, and always will be, "because we won't fuckin' do it!"

However, for all you horny ladies there's light at the end of the proverbial tunnel, and it's all for your viewing pleasure. To be honest ladies the words "viewing pleasure" will quickly take on a whole new meaning here in this case.

Brought to you by BUTT (Bikers Unofficial Tall Tails) of Springfield, Oregon, is 12 of the biggest and bad'est sons-of-bitches this side of the Cascade Mountains, with nothing on but their boxers posing on their own sleds for you discerning ladies. You'll be fascinated to learn their likes and dislikes, what turns them on, and what turns them off. Unless they've dyed their chest hair you'll even know their true hair color (it's mostly gray).

All of the male models (who would have never dreamed that they would ever be signing a model release for a calendar shoot) have over 300 years of combined time in the saddle. According to BUTT, a couple of 'em even claim that dubious honor themselves. Ladies, think of them as overgrown Teddy Bears packing weapons (like the ones in their boxers), not to be confused with Weapons of Mass Destruction (WMD) that we've all heard so much of lately.

Some of the suspects in this 2005 BUTT calendar include a Free Soul; one-legged Gary; Chef Mark; a High Roller; a father and son team and a Harley mechanic. Also included for your ladies pleasure is a token black guy (although some of the token white guys wanted Pedro to wear longer boxers). Now, what's that all about?

Ladies, to order your hot Bikers In Boxers 2005 calendar send $16 plus $4 for shipping to: Express Yourself, 2211 Main St., Springfield, OR 97478. E-mail: woodwoody3@earthlink.net. And please make your checks payable to Paul Wood. *—Twiggy*

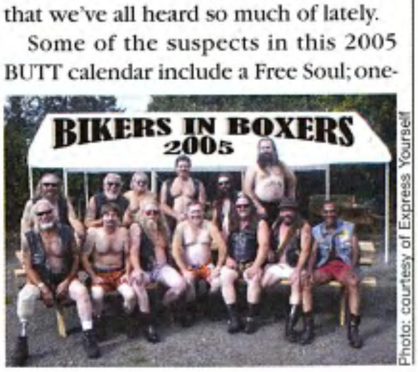

Photo: courtesy of Express Yourself

Motorcycle Community

BOYS & GIRLS CLUB OF OAKLAND

Oakland's Bob Dron Harley-Davidson and the dealership's Harley Owner's Group (H.O.G.) chapter recently contributed $8,000 to the Boys & Girls Club of Oakland, California. Generated from the chapter's annual BIG (Bikers Into Giving) Run and other charities, the check was delivered to the Boys & Girls Club Executive Director Calvestor Stanley (center, holding plaque) by (from left) Bob Gilbert, general manager of Bob Dron Harley-Davidson; Chavelle McCroskey, activities director; and Dan Mattingly, H.O.G. chapter director. Posing on the bikes for the Boys & Girls Club are youthful members Tryphena Douglas (left) and Michael Drummond, both of Oakland. Way to go Bob Dron Harley-Davidson. *—Twiggy*

Photo: MDPR

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VQ AND QUICK THROTTLE

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1995	5	6	7	8
1996		10	11	

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
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1996	5	6		8		10
1997	11	12	13	14	15	16
1998	17	18	19			22
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Coast To Coast

Biker News

HELMET REPEAL PASSES MICHIGAN HOUSE: A bill to amend Michigan's 38-year-old mandatory helmet law was passed by the House, but the leader of the Senate has stated that the bill will not be taken up before the end of session.

HB-4325, sponsored by Representative Leon Drolet, was approved by the Michigan House of Representatives by a vote of 69-37 on November 10th, and the bill now goes over to the Senate where it has a companion bill, S-321, sponsored by Senator Alan Cropsey.

Bikers over 21 who've been licensed to ride a motorcycle for at least two years and finished a safety course wouldn't have to wear a helmet under the bill, which must pass the Senate and be signed by the governor before becoming law.

CHICAGO DROPS HELMET PROPOSAL, BUT MAY CONFISCATE NOISY BIKES: Motorcyclists packed the Chicago City Council Transportation Committee meeting as city officials were preparing to consider Alderman Burke's proposal for a citywide helmet ordinance, but were informed that the proposed ordinance had been pulled.

Alderman Allen, chairman of the committee, gave no explanation as to why the ordinance was pulled, but before the committee adjourned, he did commit to informing ABATE of Illinois in advance should the proposal be placed back on the agenda at a later date.

However, Alderman Natarus, who reportedly "will never like ABATE," has agreed to consider an equally bad ordinance that would allow the city to confiscate motorcycles for noise violations. ABATE is scheduled to meet with Alderman Natarus about this ordinance after the veto session.

WEIRD NEWS: HELMETS DOWN UNDER: A recent court case may force Australian cowboys to wear helmets. Officials in New South Wales charged a ranch owner over the death of a rider who fell off a horse. Safety advocates insist he should have worn a helmet.

The rancher's conviction is creating controversy in the Australian Outback, and cowboy hats for the jackaroos may

be heading for the history books.

A ranch manager says the only time he's ever known the cowboys to wear helmets was when they're riding motorbikes, and the president of a farmer's group told the Associated Press (AP) that replacing the broad-brimmed hats with helmets could increase skin cancer and heat stroke. But others dismiss that argument, saying it's possible to come up with a hard hat that has a broad brim.

LEAKING MOTORCYCLE DESTROYS HOME: The Pasadena Fire Marshal's Office in Texas has determined that a motorcycle with a possible gasoline leak is the cause of a fire, which led to the destruction of a home and a garage and damaged a neighboring home.

Arson investigators discovered two motorcycles inside the garage, where the homeowner was working on the carburetor of one. A possible fuel leak may have caused the gasoline vapors to spread to the water heater that was inside the garage where the fire originated, according to *The Citizen Reporter*, a Texas newspaper.

So if you're working on your bike, do so in a well-ventilated area. If you're storing your bike over the winter, make sure your fuel petcock is turned off!

— Bill Bish, NCOM

101 And Still Tickin'

JOSEPH REEDY

Joseph Reedy, of Morton, Illinois, celebrated his 101st birthday on August 23, 2004. His birthday wish was for a ride on a Harley-Davidson. He got his wish thanks to ABATE of Illinois member "Hunter" John Harris, the Christian Motorcycle Association (CMA) and many other friends. At first "Hunter" John asked Joe if he would like to ride in a sidecar. But Joe wouldn't have any part of that crap. "Sidecars are for sissies," he emphatically stated. When getting ready for the ride, spunky Joe asked a women, "Am I gonna see any skin?"

Folks, how many people at 101 even have the ability to mount a motorcycle, let alone take a ride on one? Joe, you look damn good for your age, but you want to see some skin? Get "Hunter" John to take you to a titty bar on your 102nd birthday. You'll see some skin,

CONTINUED ON NEXT PAGE

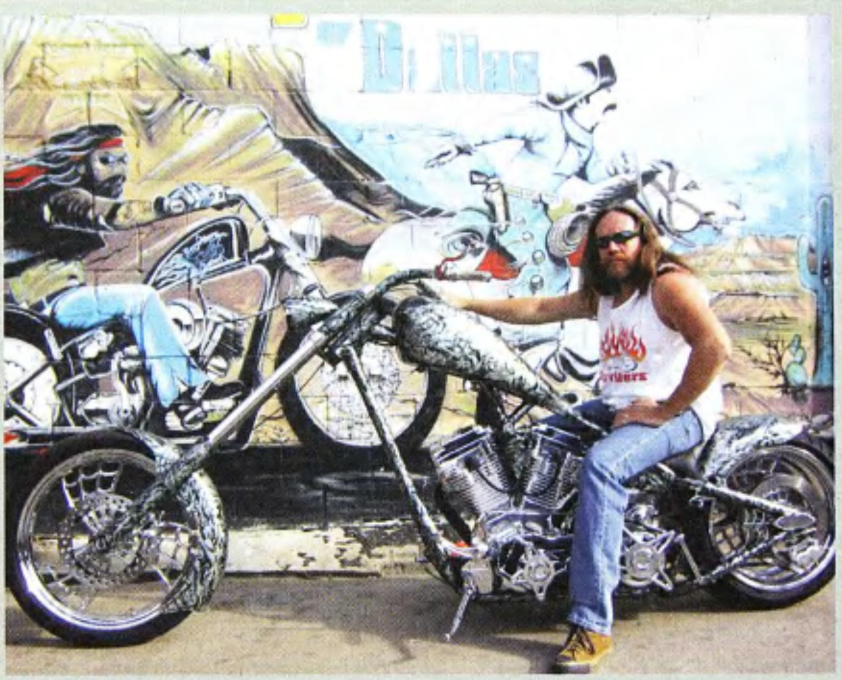

Photo: courtesy of Strokers Dallas

Entertainment

RICK FAIRLESS GETS NEW REALITY BIKER SHOW

Custom bike builder Rick Fairless and his popular Dallas biker bar and dealership Strokers will be the main attraction for a new miniseries by SPEED Channel that will cruise to the airwaves this February.

"This is going to be a motorcycle show like no other," said SPEED Channel VP of Programming Robert Ecker. "Rick and Strokers are authentic originals and the show that bears these names will be, too. Rick has not gotten where he is by playing it safe and being complacent; this program will reflect his daring, his one-of-a-kind personality and his offbeat, edgy sense of humor. We intend to take everyone's notion of so-called 'reality shows' and spin it into something entirely new and unexpected."

The show's setting takes place primarily at Fairless' 35,000-square-foot Strokers pad, which includes his custom fabrication shop for one-off bikes, a bar and grill called Strokers Ice House, and an art-deco motorcycle and apparel dealership.

"Rick and the gang at Strokers are truly a bunch of characters. They build awesome customs, but it's the day-to-day craziness there that's going to make this like no show you've ever seen," said Brad Kimmel, CEO of Bradley David Productions, the creator and producers.

Thousands of riders visit Strokers Dallas every week. They come to check out Rick's latest creations, see "Mama Fairless" flipping her burgers or check out the bikini contests and the other activities held nearly every day of the week. Fairless recently was tapped to join the Easyriders Centerfold Tour and can be seen in Choppers: Heavy Metal Art, a new book by Michael Lichter.

"I've always said that Strokers was made for television," Rick said. "I'm just thrilled for all my family members who have helped me build this place and for my staff. We think Speed Channel viewers and motorcycle enthusiasts will really enjoy the show. What's not to like—Strokers is like a motorcycle rally every day of the week!"

—Groana Bearit

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JOSEPH REEDY CONTINUED

plus, if your lucky, a few nipples. On second thought, make "Hunter" John ride bitch. Now, as far as that hot air balloon ride you want for your next birthday wish, start thinking big Joe. I mean really big! Why not a ride aboard NASA's space shuttle? Rumor has it that all hot air balloon enthusiasts are sissies who don't have the guts to travel into outer space. Only kidding! Joe, happy birthday, you're an inspiration to us all.

—Twiggy

Photo: Hunter John Harris

Industry News

NCOM CONVENTION UPDATE

Hosted by CMT/ABATE of Tennessee and the Tennessee Confederation of Clubs, the 20th annual NCOM convention will be held in Nashville, Tennessee, May 5-7, 2005, at the Sheraton Music City Hotel. The address is 777 McGavock Pike in Nashville, TN 37214.

Reserve your room by April 3rd for the special NCOM rate of $79 single/double by calling the Sheraton at 615-885-2200. Registration fees for the convention are $75 including the Silver Spoke Awards Banquet on Saturday night, or $40 for the convention only.

For those of you flying into and out of Nashville International Airport, transportation will be provided free by the Sheraton from the hours of 5:15 a.m. until midnight. To pre-register, call NCOM at 800-525-5355 or visit www.aimncom.com. We'll see you there.

—Twiggy

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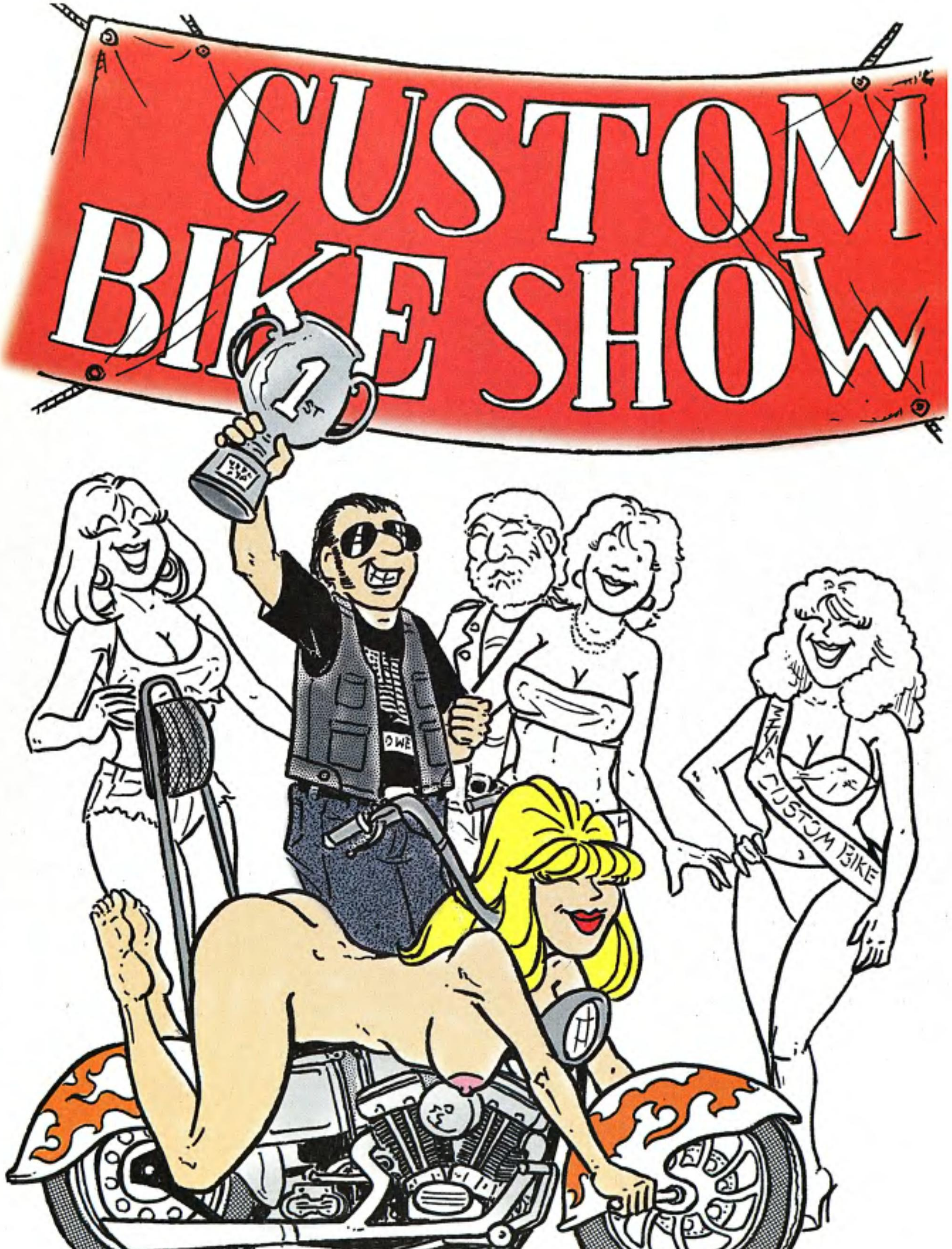

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Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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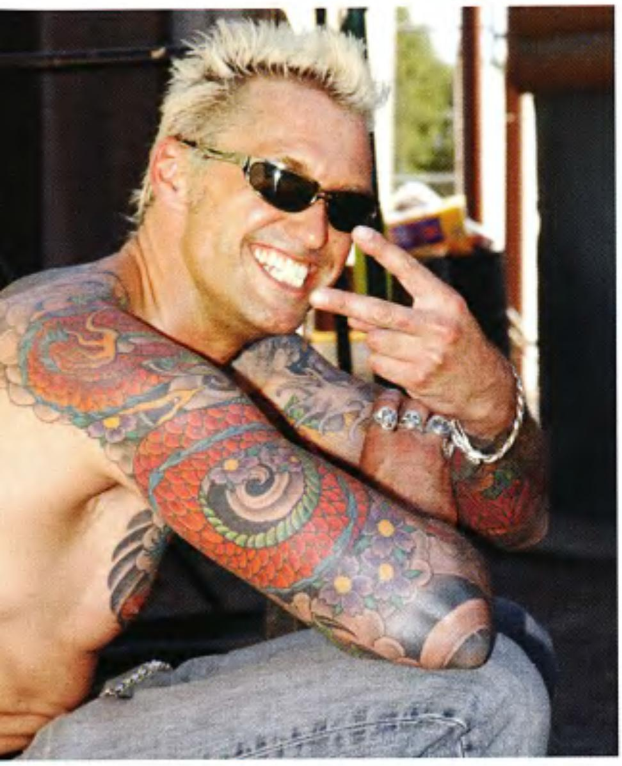
WHEN SUMMER ENDS IN CALI, THE HEAT KEEPS RIGHT ON RISING

MID STATE RALLY

Like thousands of other California scooter fiends, my bro Hammer and I headed for Paso Robles on our Hogs last Labor Day weekend for the fourth annual Mid State Rally. Our Harleys galloped effortlessly up the 101 north from Ventura in a pleasant, incident-free morning putt, the kind we like.

A cool morning glaze of coastal fog lifted by the time we crested State Route 154 out of Santa Barbara. This allowed us to take in the spectacular panoramic view of the Santa Ynez Valley, encircled by the San Rafael Mountains, foothills to the Sierra Madre



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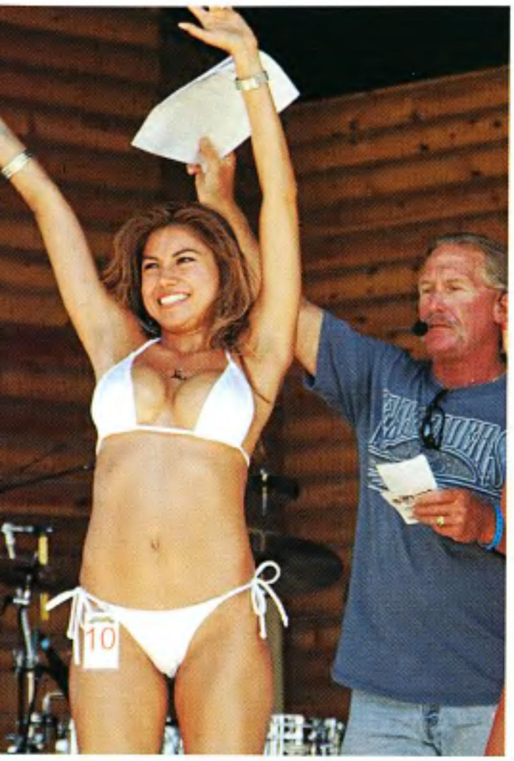
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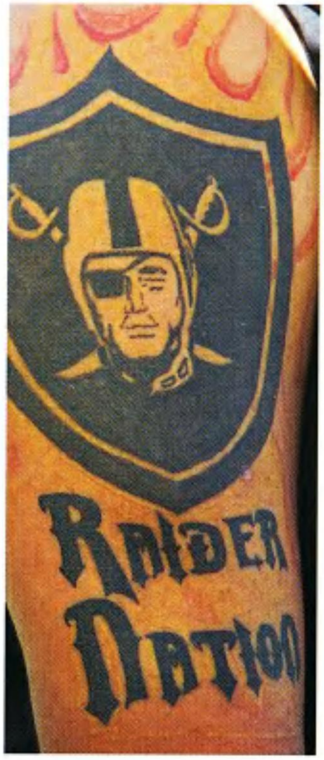
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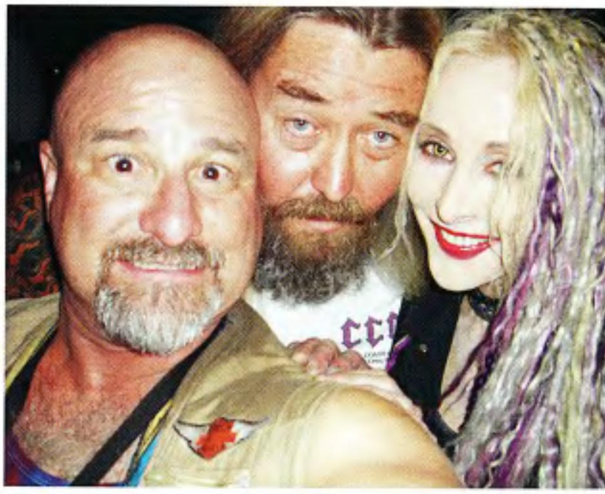

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range, and featuring a glimmering Lake Cachuma in the middle.

After a short gas-and-go in Solvang, dropping leather by the layer, we were back on the 101, launching ourselves into what was developing into a real sun-drenched scorcher. It was pretty much paradise.

Our uneventful ride was abruptly interrupted by a cough from Hammer's Quik Silver II carburetor, as our forks aimed east from the ocean at Pismo Beach. We were cruising about 75 to 80 towards the Madonna Inn when I turned around to see Hammer about 50 yards behind in the fast lane, stalling and fading, with a Kenworth breathing down his neck.

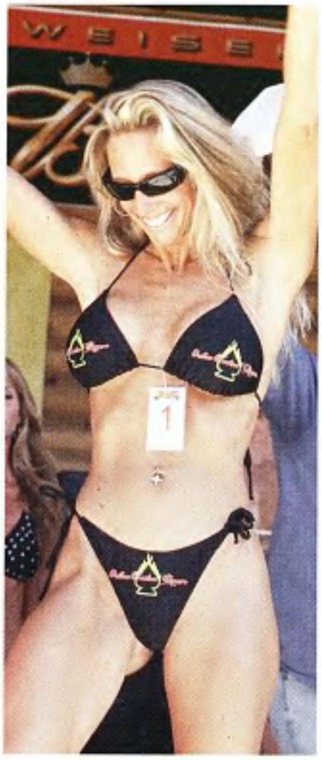
Steering my Softail over to the slow lane and slowing down to allow Hammer space to get over, I hoped the big rig wouldn't try passing on the right. He did. Which caused an effect in my shorts that I'm sure many riders have experienced. It seemed like an eternity reaching the shoulder from the slow lane, where I got a good view of waving mud flaps and could hear, with crystal clarity, a trucker's air horn blasting his annoyance.

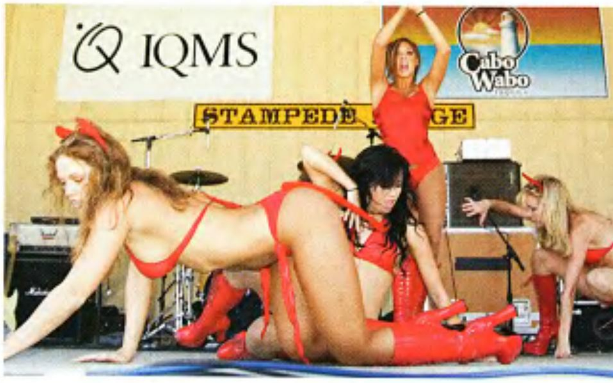
Meanwhile, Hammer chugged ahead, pulled over and tried to keep his bike running despite the carb's gasping and wheezing. By the time I reached the bug-eyed Hammer, our harrowing episode had settled into resolving the problem.

The road's shoulder was dangerously narrow, so we waited for traffic to pass and got back out there into the mix, wide-eyed and adrenalin-filled. Confidence in his bike returned, allowing us to climb the ladder of our speedos. Zooming over the steep but freshly paved San Luis Obispo grade put us in Atascadero, with Paso Robles in the crosshairs of our handlebars.

Entering the Mid-State Fairgrounds, feeling like the last ones to arrive, we rode right down the middle of a simulated Old West Main Street. Amid gawking and some grousing from bystanders, the kickstands went down anyway. And at the Last Chance bar and stage area they would remain.

It wasn't long until we met up with old friends from the area. Big Dave and Tammy Hansen had rolled in from home on their knuckle sidecar and fitted us with libations. Shortly afterward we bumped into Brad and Cindy White from Placerville, California. Brad, who was working as the emcee/announcer of the Mid State Rally for the second year, had just returned from a 30-mile putt over to Cambria on the coast and was rejuvenated by the cool ocean air. Cindy always looks lively, but she was especially perky today. Both were raving about the event how much there was to do, how organized, dust-free and clean it was. And that once you set up camp, you were in your own domain. All kinds of food and beverages could be had, from Chinese to barbecue and late night munchies, too. Oh, and The Fryed Brothers Band was





playing that night. Yep, the party had begun!

Brad and Cindy went back to work and we took off rambling around the fairgrounds, seemingly stopping to eat and drink every few feet, while taking in the sights of countless vendors offering everything under the sun that was remotely bikeresque. Real and quasi-biker products vied for people's attention and wallets, such as James and Tony, both Gulf War and Iraq War vets, promoting their Black Hawk Customs shop in Sunnyvale, California, or Scott Long and his Central Coast Cycles crew displaying their custom machines from Santa Cruz.

Then there was the bizarre, like the Titty Tops pasties, which were stuck on the chests of many babes, or over at U.S. Smokeless Tobacco, where a stunningly gorgeous young woman offered customers a pinch between their cheek and gum.

Spectacles abounded, from the action-packed to the conventional. The American Motor Drome Co. presented the Wall of Death Motorcycle Thrill Show hourly, with Goth Girl providing musical accompaniment to the wall-riding exploits of Samantha Morgan, Charlie Ransom, Wahl E. Walker and Jay Lightnin'.

An ongoing bike show and West Coast Bike Builders Challenge took place indoors, under the able supervision of Bernard and Terri Duque of Bernard's HD Specialty Cycle in Oceano, California. When it was all said and done, Brian Breeland of Outlaw Kustom Choppers (Flames, Dames and Hardtail Frames) won the Under-40K class, while Allen Belden from Vicious Cycles out of Bakersfield, California, took honors in the Over-40K class.

Sunday blossomed into a virtual meltdown, when 100-degree-plus temps sent everyone not half-baked, scrambling for shade. That is, until the late-afternoon bikini contest featuring a classy group of sexy ladies, 40 or more, strutting around the stage. Brad White managed the proceedings as best he could, whittling 'em down to a precious three: Peggy, Amy, and Cecilia from San Francisco who was eventually crowned Miss Mid State Rally 2004.

Soon after, we saddled up the bikes and hit the road home. We bid goodbye to summer and hello carburetor-anxiety for 250 miles.

—Loudmouth

The fifth annual California Mid State Rally is scheduled for Sept. 2, 3, 4, 2005. For information call 805-686-2007; or log on to midstaterally.com.

Photos: Kim Peterson

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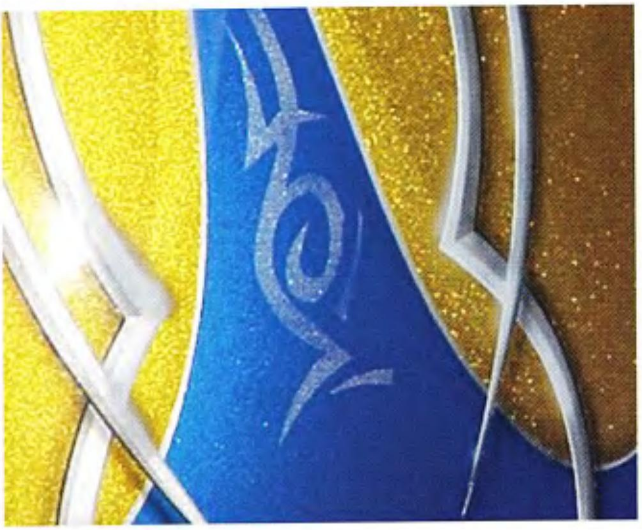
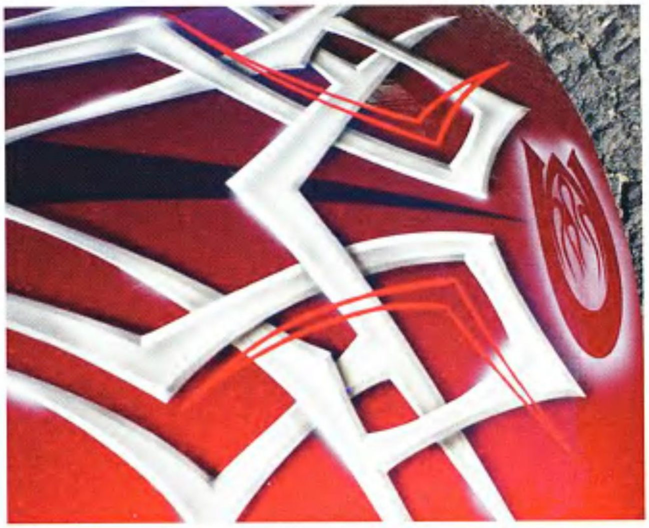
JOHN STROMBERG



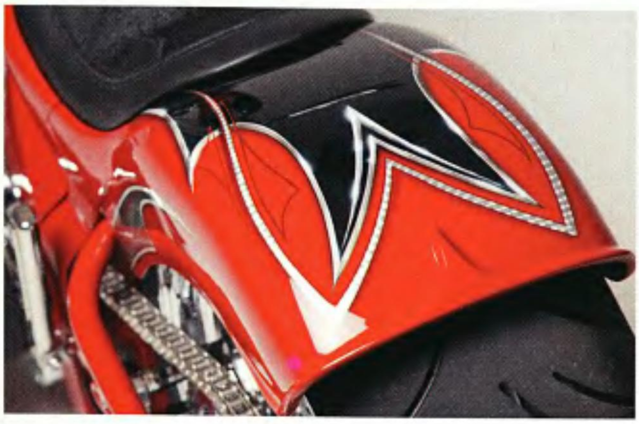


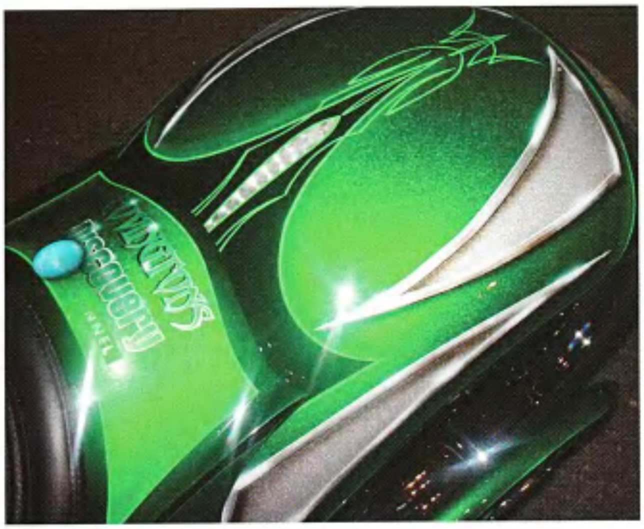
Ever notice the pristine paint on any of Jerry Covington's wild custom bikes? If you haven't, you should. The lavish paint is the work of John Stromberg, owner of Lucky's 7 Custom Paint out of Amarillo, Texas. John has painted most of the award-winning works of motorized art that Jerry, and now his son, David, churn out of Covington's Cycle City in Woodward, Oklahoma.

John has had a lifelong love affair with art. "I grew up with my grandmother, who was an accomplished painter working in oils," John told us. "I began an interest in art and painting early." This led to working as a painter in a van conversion business "doing all kinds of striping and graphics," John remembers.

His early custom paint influences include Rod Powell, Art Himsl and Dawn Holmes, to name a few. John landed a job working with talented bike builder Mark Warrick at Soncy Road Body Shop and he's responsible for many of the elegant paint jobs for Soncy Road's award-winning bikes. "After working with Mark for seven years, I decided to strike out on my own," John remembers. "I had a dog named Lucky and my son was 7 years old at the time. That's how the name Lucky's 7 came about."

John did some painting for Jerry Covington while at Soncy Road and the two men became fast friends. "I wouldn't be doing what I'm doing if it were not for Jerry. He has really helped me along," John smiles. The master painter has also painted bikes for Jim Nasi, Stinger Customs and Billet-4-U.





Photos: John Stromberg

From quality airbrush work, to classic flames and everything in between, master painter Stromberg can do it all. His favorite kind of work adds to the flow of the bike and sets it off. "I like the chrome look and simple classy design. I especially like two-tones but am not big into flames," John says. Not that he can't whip out some wicked flame jobs, "But tasteful and classy is what I enjoy doing." When asked how he usually works with Covington, John told us, "Jerry usually just tells me what color he has in mind and I go to town." And boy, does he ever. Check out a bit of his work on these pages and we know you'll agree. Besides, Jerry Covington is a stickler for details and if John can satisfy Jerry, he must know his stuff.

Lucky's 7 Custom Paint (not to be confused with Lucky 7 Customs out of Antioch, California) is housed inside ACME Body Shop in Amarillo. The 34-year-old Mr. Stromberg will happily come to you, or you may ship your tanks and fenders to him via UPS.

In a time when many bike builders and painters have become prima donnas, hoping for TV stardom and the like, John likes to keep it all simple and straight, keeping his life in perspective, "Hey, it's just motorcycles," he laughs. "We aren't curing cancer here."

Maybe not, John, but you are making many people's custom dreams come true. *—Dave Nichols*

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TalkingTech

I HEAR YA KNOCKIN'

I have a question. I knew that it would need some work, but I bought a 1952 panhead chopper. I also own a Road King and haven't put that many miles on the pan, so it has held up pretty well. But now there's a knock in the engine that's louder every time I ride it. I've parked the bike so it doesn't get worse but I miss riding it and want to get it fixed.

None of the local Harley-Davidson dealers work on engines that old so I will have to send the engine off or do the work myself. I have no idea what is making the noise.

I am handy with tools but have never worked on an engine.

M. Brandin
Tampa, Florida

The knock is caused by either piston slap, a worn tappet roller, or a worn connecting rod or rod bearings. Since the knock is getting louder so quickly, my money's on the tappet roller. The rod and bearings are a possibility too, although less likely, but I think we can rule out piston slap.

Checking the tappets—lifters, to some—should be simple enough that you can handle it yourself if you've done any mechanical work at all. Just don't over-tighten any fasteners as you're putting it back together. The aluminum in your cases is pretty old and no doubt the threads are already marginal.

Anyhow, get a Shop Manual and follow the procedure for removing the tappet guides and tappets. Short version—rotate the engine to put the tappets for one cylinder at their lowest point, loosen the locknuts and slacken the two adjusters, and remove the pushrods, guide, and tappets. Repeat for the other cylinder.

Take a close look at the roller in each tappet. They should spin smoothly and with little resistance, but have almost no free play. I'm betting you'll find at least one that's sloppy. Although replacement roller kits may still be available somewhere, it will be easier to replace the lifter altogether. JIMS USA manufactures high-quality pan lifters, which you can order through most aftermarket shops if not your Harley dealer. I'd also replace all four while I was at it.

If the tappets have more than just a little play in the guides, you may want to get the replacement lifters 0.001 oversize. Of course, you'll need to have a machinist hone the guides to fit.

It's a little extra work, but I'd strongly recommend that you remove the cam cover, thoroughly clean the cam compartment, and poke around in hard-to-see areas with a pencil magnet. If the tappet really hammered the axle and bearings, odds are better than even that you'll come up with some metal fragments waiting to trash your motor. For a really thorough clean up, you would also want to remove and clean the oil pump, but I'll leave that call to you.

Assembly, as they say, is essentially the reverse of disassembly. The most important points are to put the short, long, and longest pushrods in the right place, per the manual, be sure the pushrods turn freely after adjusting them and snugging the locknuts, and be careful not to over-tighten any fasteners. Clean the screws with lacquer thinner, coat the threads with a light film of blue threadlocker and use a gentle touch when snugging them down.

If that doesn't eliminate the noise, you'll probably need professional help. For a good recommendation and to line up parts, contact Ventura Motorworks in Ventura, California, 805-643-7366.

GIMME MORE POWER

My '87 Softail doesn't make power like it used to. It has 90,000 miles on it now, so I guess that makes sense. I'm not a racer and I don't want to stroke it, but I have been thinking about adding a different cam and maybe some compression when I have it rebuilt. Are there any particular parts or kits you would recommend?

Lawrence Talbot
Thorpe, Nevada

There are plenty of good 80-inch Evo hot rod kits out there. S&S, Edelbrock, Headquarters and many other manufacturers have them, as do most shops that specialize in engine work.

I never dyno'd it, but here's a combination that worked well for me several years ago. Wiseco 10:1 pistons, Headquarters' HQ 0023 cam, head modifications to include porting, new valve springs and setup for the 0.600 lift, roller rockers, adjustable pushrods, Power Arc ignition and coils, S&S Super G carb (Yes, S&S's recommendations notwithstanding, I said "Super G.") and a Thunderheader. A tuneable 2-into-1 exhaust like the SuperTrapp or White Bros E-Series would work well with these parts too, as would CycleShack's M-pipes with the HP baffle. I've seen similar packages dyno at 95 horsepower, and that seemed believable for my 80.

One-stop shopping would save time and hassle. Check out the Web site www.head-quarters.com and see what you think of the System 95 kit. If that doesn't do it for some reason, check out S&S's 80FLSS Hot Set-up over at www.sscycle.com and Edelbrock's Evo Performer rpm kit on their Web site www.edelbrock.com.

DR. MUDFLAP KNOWS BEST

I planned to put gear-drive cams in my 2000 Road King but read a letter in another magazine from someone who said there were a lot of problems with them. Do you know anything about that?

Keith Randolph
Long Beach, California

I saw the same letter. Up until then, I'd never heard of a gear-drive problem except in a race bike with 900-lift cams and double-nutbuster nuclear FUBAR valve springs, so I called S&S.

According to the rep I spoke with, only two gear drives have come back for warranty claims since they were released several years ago. Both failures were caused by installation errors beyond S&S's control.

I have a gear drive in my Twin Cam and would as soon leave out a spark plug as put the chains back in. The gear drive's a little noisy, which is the only complaint I have or have heard from other gear-drive owners. The remedy for that is to go to oversized gears, get some louder pipes, or use ear-plugs.

—Dr. Mudflap

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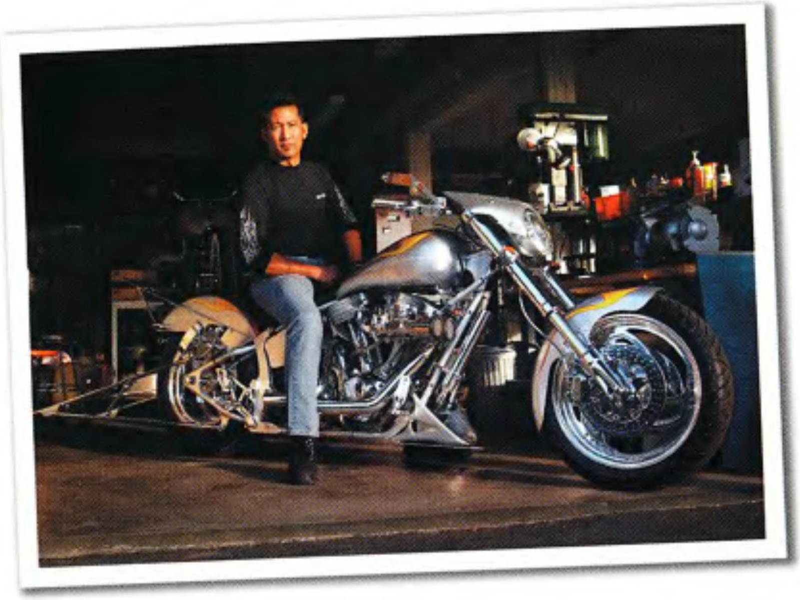

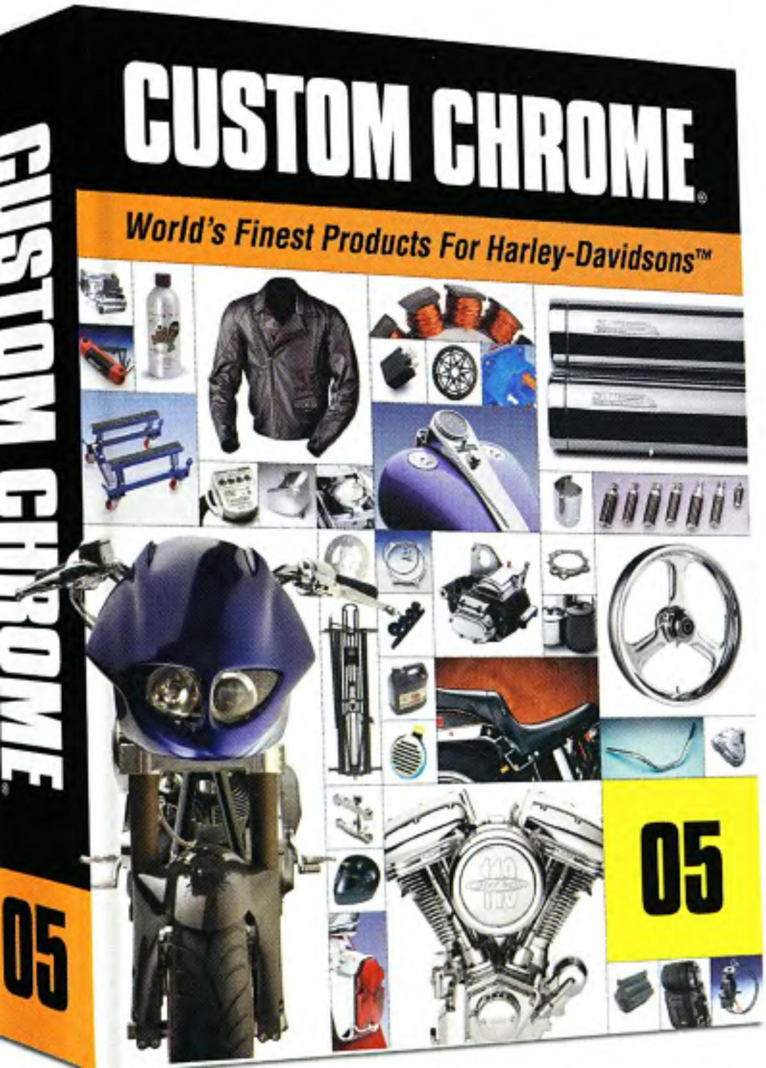

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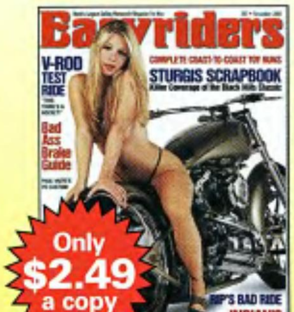

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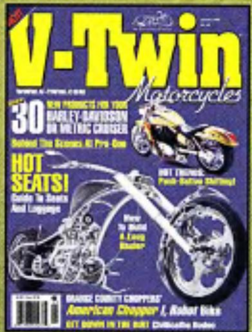

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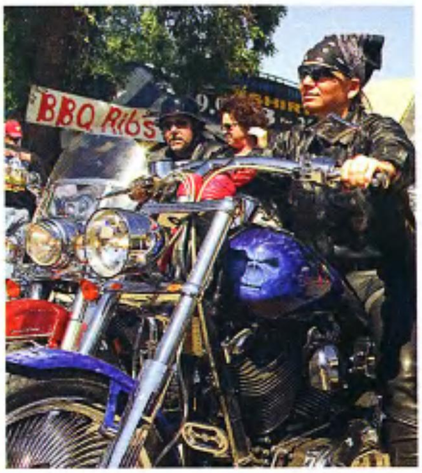

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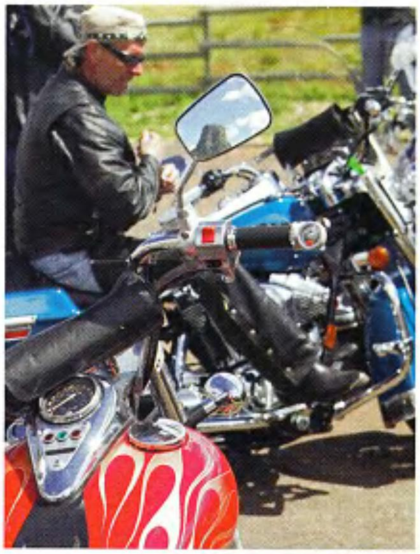
THE 16TH ANNUAL HAM 'N' JAM

For 364 days of the year, the town of Hulett, Wyoming, has a population of just 406 breathing human souls. For only one day each year the town swells to an estimated 40,000 bikers. Welcome to Hulett's 16th annual Ham 'N' Jam rally. The rally has become a destination with a legendary reputation.

This event falls right smack dab in the middle of the famous Sturgis Rally and Races and is only about a 70 miles away from the famous biker mecca. It's worth the ride, too!

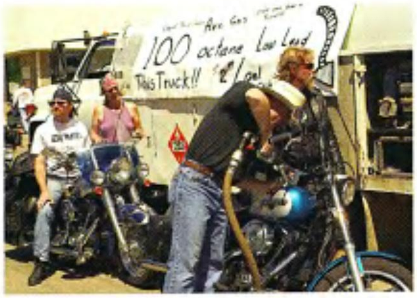
For this past year's event, the weather was just great. The live music was hot



and the food was sizzlin'. Captain Ron's Rodeo Bar served up 1,050 pounds of pork as well as over 200 pounds of beans, all free of charge. The grub was well worth the long wait in line. Live music played in the city park all day as well as over at the Rodeo Bar. Event goers had no shortage of cool custom bikes to drool over or vendors to choose from. While T-shirts and leathers were the norm, these vendors had just about every kind of two-wheeled gee-gaw imaginable.

Out at the rodeo grounds the town of Hulett put on a killer rodeo event which included two rounds of women's topless steer riding. You heard right, I said topless steer riding. Is this a really great country or what?

You might think that with so many bikers in town for a day of partying that things might get a bit out of control. But



Photos: Josh Boudreau

police only handed out six tickets and made no arrests at all. That's what we like to see.

On a ride to Hulett from Sturgis you'll pass through such famous little towns as Aladdin, Sundance, Beulah. and pass by Devil's Tower. The residents of all these places welcome bikers and have events of their own. All of the roads that lead in and out of Hulett are waiting to be ridden. Each of them offers unique and beautiful scenery and you'll find wonders around every curve.

Some folks call this annual ride to Hulett, Wyoming Wednesday, Pantyless Wednesday, or Ride to the Rock. No matter what you call it, this event is one that should not be missed. Maybe next year the organizers will include a bikini bike wash and a wet T-shirt contest. Hey, a guy can dream, can't he?

—Josh Boudreau

We live in strange times. Gone are the days of the hunched-over graybeard working with greasy paws on his sled in a dingy garage at all hours of the night with only a table lamp from the dining room to light his way. Gone it would also seem, is individuality. With the overblown popularity and availability of everything involving motorcycles these days, the very heart and soul of what made it all so cool has been ripped out at the guts and left bleeding to die.

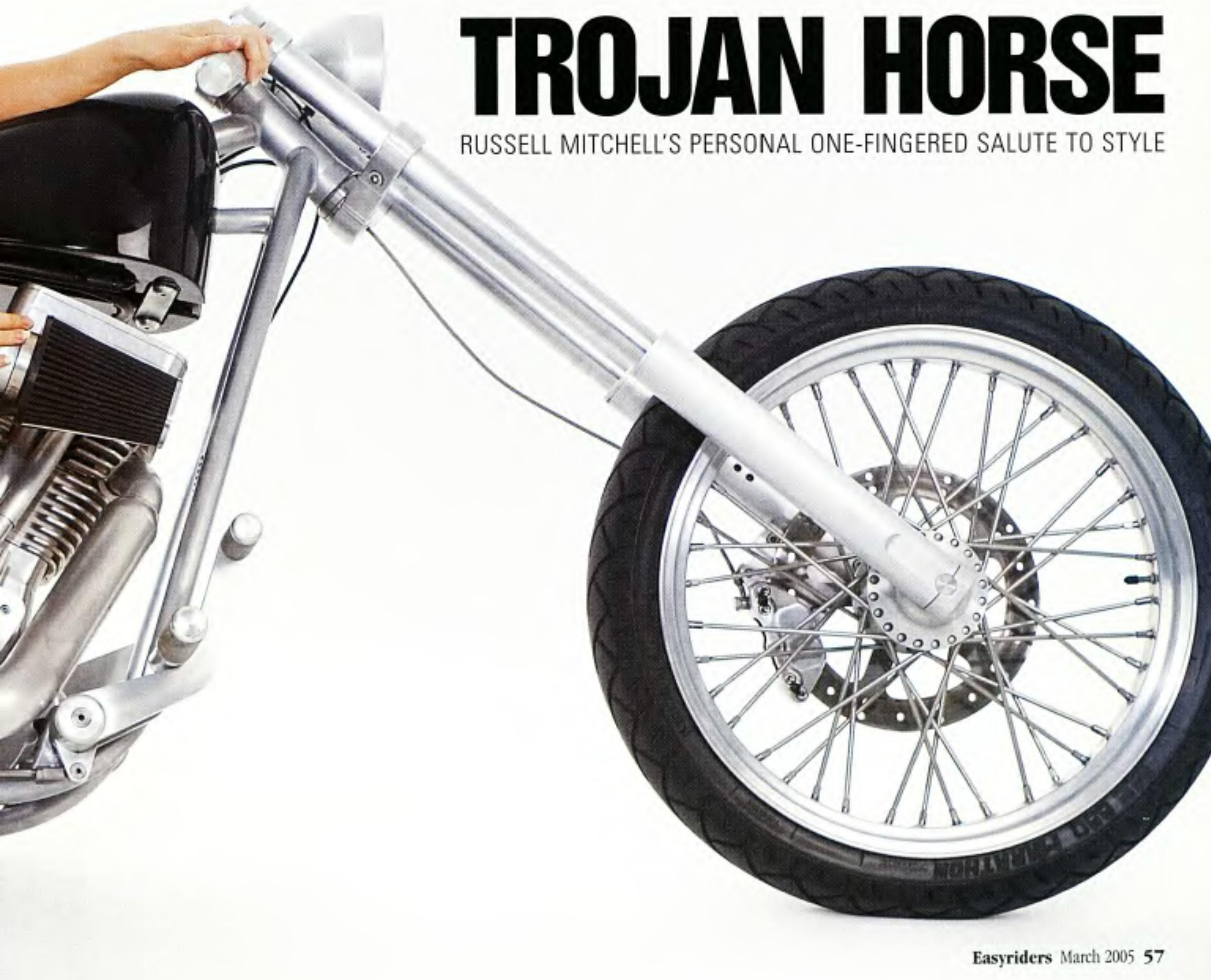
Or so it would seem. But then again, some folks just don't let those kinds of things happen. Not in their neighborhoods, anyway. In an age where most custom sleds are crafted for the likes of pimps, aging whores and hipsters who have long lost touch with reality, it is refreshing to see someone, cripes, ANYONE doing something different. Enter Russell Mitchell.

You know Russell as the cheery bloke who founded Exile Cycles about 10 years ago down in Southern California's lovely San Fernando Valley. To some, Russell is an eccentric psycho who dances to a different tune. To others, Russell is one of the few people in this business designing, building and actually succeeding at doing things differently. The tune, apparently, must be a good one, indeed. But in today's plastic vernacular where the word "custom" has come to mean "just like everyone else" Russell seems to have taken quite a risk. However, after building flashy custom bikes alongside those that were more in tune with his own personal style, Russell decided to quit the flash work and do what mattered more to him. That was four or five years ago, and with a newfound disgust for chrome and a fist-full of Scotchbrite pads, Russell took off and never looked back.

Anyhow, the sled you see here was built for Exile's first foray into the world of the Discovery Channel's *The Great Biker Build-Off* TV series where Russell went up against the likes of Eddie Trotta. Russell wanted a smooth, bare-bones "dragster" look that would highlight his own creative style. With an

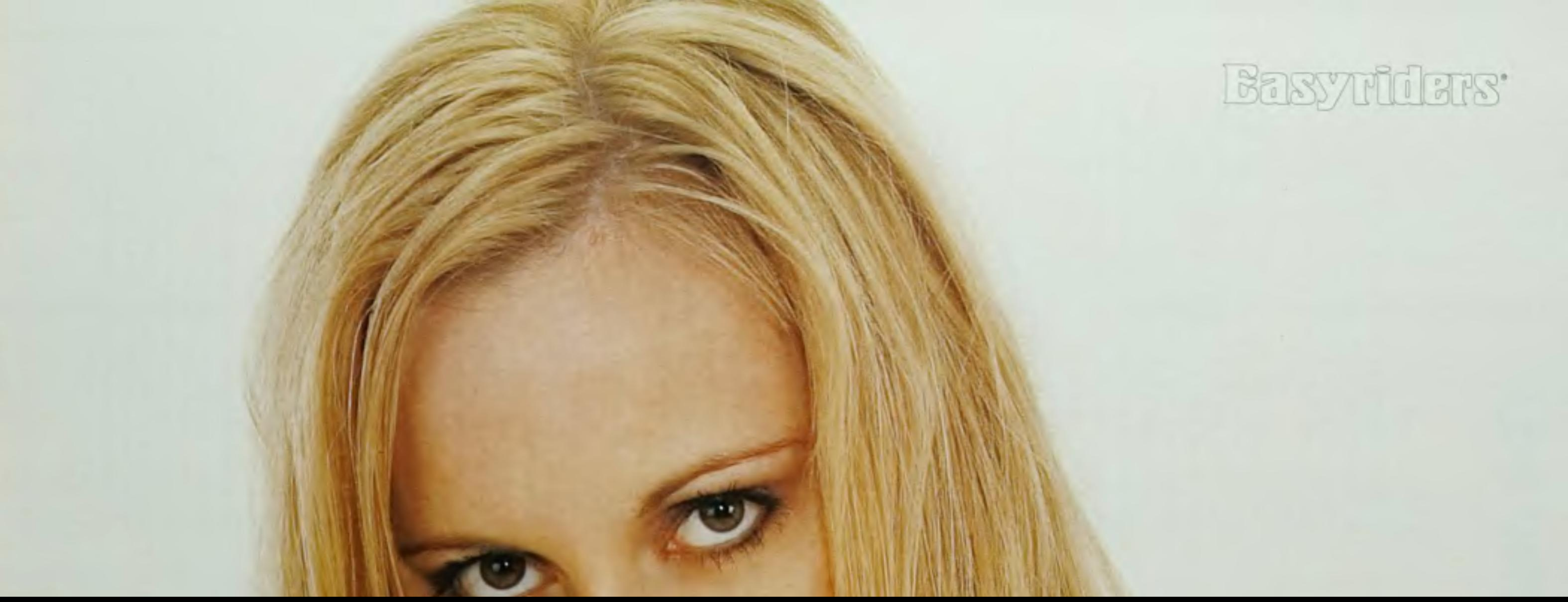
TROJAN HORSE

RUSSELL MITCHELL'S PERSONAL ONE-FINGERED SALUTE TO STYLE



unbending repugnance to chrome, frilly paint and excessive billet aluminum, Russell's Dragster looks like a motorcycle...get ready...that you could actually get on and ride. The machine speaks for itself, perhaps to a small audience at that, but Russell really doesn't care one way or the other. To him, building his bikes any other way just wouldn't be right.

—Wordman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passin' gas

A bro comes home one day and finds his pretty blonde wife with bandages on both her ears.

"What happened to you?" he asks.

"I was ironing your shirt when the phone rang, and I accidentally answered the iron instead of the phone."

"That explains the bandage on one ear, but what about the other ear?"

"The person called back."

Rebecca Brack
Citrus Heights, California

How can you tell if a biker is horny?

He's breathing.

Burt W.
Palmdale, California

A sure sign yer ol' lady may be frigid: When she opens her legs, a little light comes on.

D. Chance
Ogden, Utah

A guy visits his doctor, complaining of uncontrollable flatulence. The doc tells him to undress and leaves the room. Moments later he returns carrying a long stick with a hook on the end.

"Oh, God!" says the guy in terror. "What are you going to do with that?"

"I'm going to open a window," the doctor replies. "It smells like shit in here."

D. Pederson
Redding, California

The young biker's son, Brat, had the foulest mouth the bro had ever heard so he took Brat to a child psychiatrist to see about his son's cussin' habit.

The shrink says, "Negative reinforcement. Since Christmas is coming up, ask Brat what he wants from Santa. If he curses while he tells you his wish list, leave a pile of dog poo in place of each gift he requests."

Two days before Christmas, the biker asks his son what he'd like for Christmas.

"I want a fuckin' badass pair of black biker boots lying beside me when I wake up. When I go downstairs, I want to see a muthafuckin' leather motorcycle jacket by the fuckin' tree. And when I go outside, I wanna see a badass fuckin' chopper bicycle that looks like a Harley."

On Christmas morning, Brat wakes up and steps on fresh dog turds. Confused, he goes downstairs and sees another pile of dog shit by the tree. He walks outside, spots a big mound of dog shit by the garage and walks back inside.

His dad smirks and asks, "What did Santa bring you this year, son?"

Brat replies, "I think I got a stinkin' fuckin' dog, but I can't find the cocksucker."

B. Whitcomb
Palmdale, California

Harry really hated his ol' lady's cat and decided to get rid of it. So he stuffed it in his saddlebag and rode 20 blocks away where he dropped it off. Just as he rolled into the driveway, he saw the cat sitting on the porch.

The next day he decided to take the cat 40 blocks away so he dropped it off and headed home. Riding back up his driveway, there was the cat again. So Harry kept taking the cat farther and farther away, but it would always beat him home.

At last he decided enough was enough so he rode a few miles away, turned right, then left, circled around the park, then right again, then another right, then backtracked two blocks, took a left, pushed the bike backward for a block and figured the cat would be so confused it would never find its way home.

Hours later, Harry called home to his ol' lady. "Honey, is the cat there?"

"Yeah," she answers. "Why?"

Frustrated, Harry growls, "Put that son of a bitch on the phone. I'm lost and need directions!"

M.A. Din
Auburn, New York

An AWOL soldier is being chased by a pair of MPs when the soldier runs around a corner and sees a nun standing there so he says, "Excuse me, Sister, I beg you, may I please hide under your habit? I'll explain why in a few minutes."

The nun senses the man's desperation so agrees to allow it. Moments later, the two MPs come running up.

"Have you seen a soldier run by here?" one of the MPs asks.

"He went that way," lied the nun, pointing down the street.

After the MPs had taken off in the direction indicated, the soldier climbs out from underneath the nun's habit.

"Thank you Sister," he pants. "I don't want to go to Iraq—I have no problems with them."

"That's OK," says the nun. "I understand."

The soldier pauses for a moment, then says, "You know, Sister, I couldn't help but notice when I was under your habit how firm your legs are."

"Well, thank you," replied the nun. "If you had looked a little higher, you'd have noticed how firm my balls are too. I don't want to go to Iraq either."

Barbara McFarland
Vacaville, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Russell Mitchell
City: ....San Fernando Valley, California
Designer: ....Russell Mitchell

General
Fabrication: ....Exile Cycles
Year and make: ....2004 Exile
Model: ....Pure Sex Dragster
Assembly: ....Exile Cycles
Time: ....one month
Chroming: ......absolutely none

Engine
Year: 2004
Model: ....TP Engineering
Rebuilder: ....TP Engineering
Ignition: ....Crane
Displacement: ....124 cubes
Lower end: ......TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Heads: ....TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....S&S Super G
Air cleaner: ....Forcewinder
Pipes: ....Exile's Monster shotgun pipes

Transmission
Make: ....JIMS
Modifications: ....none
Shifting: ....foot

Painting
Painter: ....Tony Marcus
Color: ....gloss black

Frame
Year: 2004
Builder: ....Daytec
Type: ....Exile by Daytec
Rake: ....45 degrees
Stretch: ....2 inches

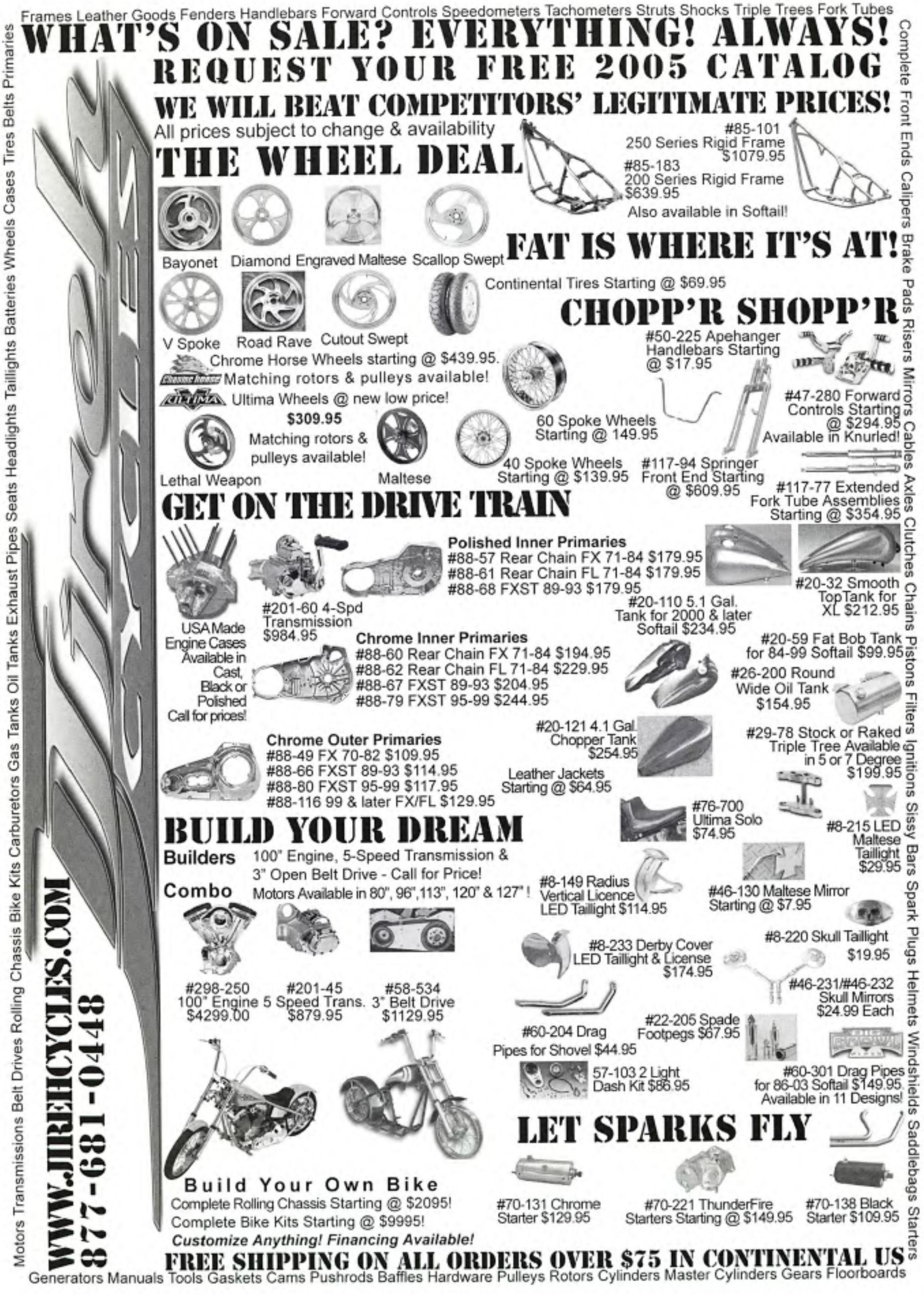
Accessories
Bars: ....Exile clip-ons
Handlebar controls: ....twist clutch/internal throttle
Fender(s): short Trojan by Exile
Headlight: ....SJP
Taillight: ....Lazer Star
Speedo: ....none
Pegs: ....Exile forward controls with knurled billet pegs
Electrics: ....Exile Cycles
Gas tank: ....Exile Cycles
Oil tank: ....Exile Cycles
Oil system: ....Exile Cycles
Primary cover: ....Exile pulley cover
Seat: ....Exile/Paul Cox
Grips: Exile knurled billet grips

Forks
Type: ....Tech Glide 250
Extension: ....6 over
Builder: ....SJP

Wheels
Size: ....16 x 7 rear, 21 x 3.5 front
Hub: ....Exile Cycles
Tires: ....Avon 230 rear, Metzeler 120 front
Brakes: ....Exile Cycles/ Exile sprocket brake

Other Special Modifications:
Integrated braking system, Paul Cox Slim seat, high-temp aluminum powdercoat on frame, Exile solid rear wheel

Photos: ....Rick Hustead



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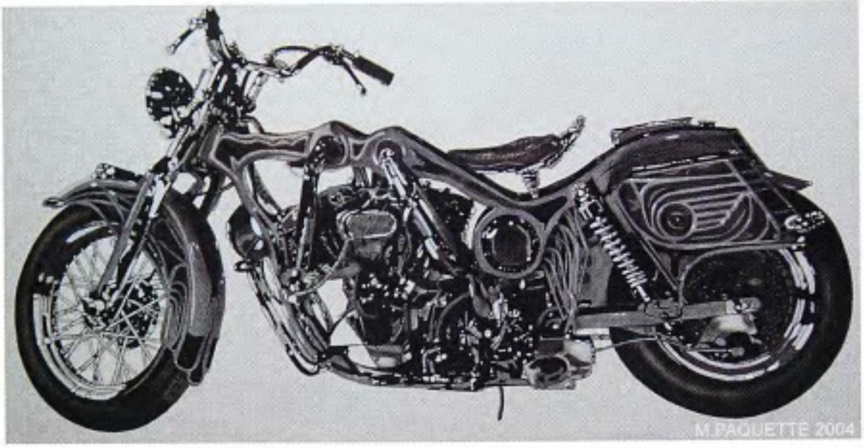
ARTIST MICHAEL PAQUETTE

Unlike some modern art, where faces and other body parts can look like a strange assembly of pizza slices (also known as "a Picasso") or watches melt a la Dali, motorcycle art, almost by necessity, seems to depend on a style called realism.



For most of us, there's really no point in having our two-wheeled vehicles portrayed as, say, an experiment in Cubism. Wheels are round and should be painted as such.

Michael Paquette knows about the difficulties of painting motorcycles. Burdened by an innate, insatiable lust for making art, he's been around it and motorcycles pretty much since his diaper days, because Michael grew up in Laconia, New Hampshire, home of the oldest American motorcycle rally.

"I started riding bikes before I even got an auto license," Michael laughs, "riding around town and running from the cops. It was a fast getaway, but it was also pretty much the only way to get around."

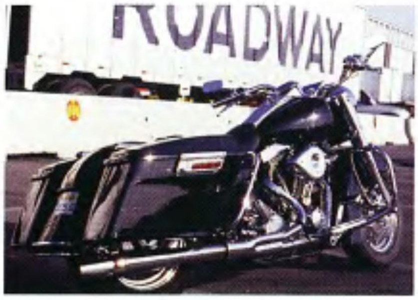
Although Michael says he didn't really appreciate the Laconia Bike Week that much as a youngster because, "when you grow up with something you think everyone else has that too," but now, he says, "When I go back I realize that it's pretty unique, it's always been something special. It's pretty awesome."

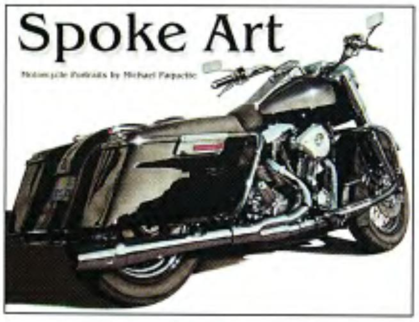
During his stint at Syracuse University, Michael studied commercial art, began to airbrush classic cars for friends and, soon thereafter, for paying customers. "As I was doing that, I thought, I am so into bikes, why don't I do that?" he said. "The first time I did one, I found out that it's a lot more work than I thought. You know, doing the motor and all those little details. It was more work than doing a car!"

That first one was what Michael calls "one of the most bizarre bikes I'd ever seen. It was built by Ron Finch and I did a couple of paintings of it just for fun."

After graduating and a stint as freelance artist in Boston, Michael took his act on the road and headed west, finally ending up in Las Vegas, where he still hangs his hat and does his art.

Ironically, Michael says, it was during a visit back home in Laconia that he really





decided to make a living doing bike art. "I saw this kid in a booth trying to peddle his pencil drawings of some classic motorcycles and make some money, and I thought, man, I could do that," he says. "When I was looking at his work, I was getting a rush like nothing I'd ever experienced, the feeling that for the first time in my life I knew what I was here to do and that was to do my art. So when I came back to Vegas, that's what I did."

While it does seem like much ado, it certainly wasn't about nothing. With his unique style, Michael says he started

Photos: by Michael Paquette

pumping them out. "My style is sort of mixed media, with a lot more details than in what some of the other guys are currently doing," he explains. "I might go with one painting that's all air brushing, or another one with some acrylic or pen and ink in it, or even something hand-painted, rather than the airbrush. It just depends on the bike and the picture itself. If there's a lot of flat color, I'm not gonna airbrush a lot of it. I'll airbrush the highlights and gradations, but I won't do the flat colors if I can just paint it in with a brush."

Michael adds that he will do black and white, color or sepia tones, pretty much anything the customer could ask for. If the potential customer has some good pictures of his bike, Michael will accept them, or he will go out and take his own shots. One thing he won't do is paint the bikes themselves. "It's a whole different medium," he says. "For one thing, I'm not crazy about the fumes and the toxicity of the paint."

Even so, Michael still puts about 30 to 60 hours into one of his paintings, most of which come to rest on a 20- by 30-inch canvas. He realizes that there's lots of competition, some of whom have entrenched themselves as standards of the business and are being marketed by reputable galleries. But Michael's not too worried. "The big difference between me and the 'big guys' is that most people won't be able to afford a custom piece off of them, like an original of your bike. I think I'm much more reasonable."

Additionally, the painter for the masses thinks he's more diverse, periodically coming up with new approaches to his art. "I'm starting a new series right now, with more crop shots and close-ups, not just complete bikes, but more of an abstract look," Michael says. "I can sell them a lot better as generic prints than someone's custom bike"

His vignettes, he says, elicit "a much better response" to his marketing technique, which currently consists mostly of word of mouth and his brand-new Web site, www.spokeart.com. You can also find Michael at various biker events, like the Sturgis and Laconia rallies, and a few other events around the country. Or can call him at 702-873-0604 or visit www.spokeart.com for one of his vibrant prints, or to have your very own Harley immortalized. He'll make sure they won't look like pizza slices and the only thing melting will mostly be your heart as you hang a lifelike rendition of the love of your life on a prominent spot on your wall. *—Red Baron*

Now we know why the water's bubblin'. —*Greg Helton and Li'l C, Fall Rally, Cherokee, N.C.*

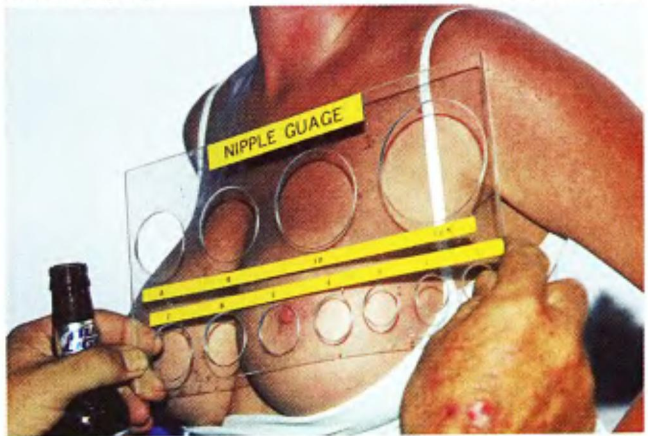
Delivering your *Easyriders* safely to our readers in Baghdad. —*Frank Thayer, CP Victory, Baghdad, Iraq*

Winners, Georgia ABATE state elections. —*T.W. Banks, Macon, Ga.*

"Want in? Talk to us." —*Jill Ring, Pappy Jack's Bikers' Bash, Ohio*

Furry tourist attractions. —*Ronald Pellish Jr. Myrtle Beach, S.C.*

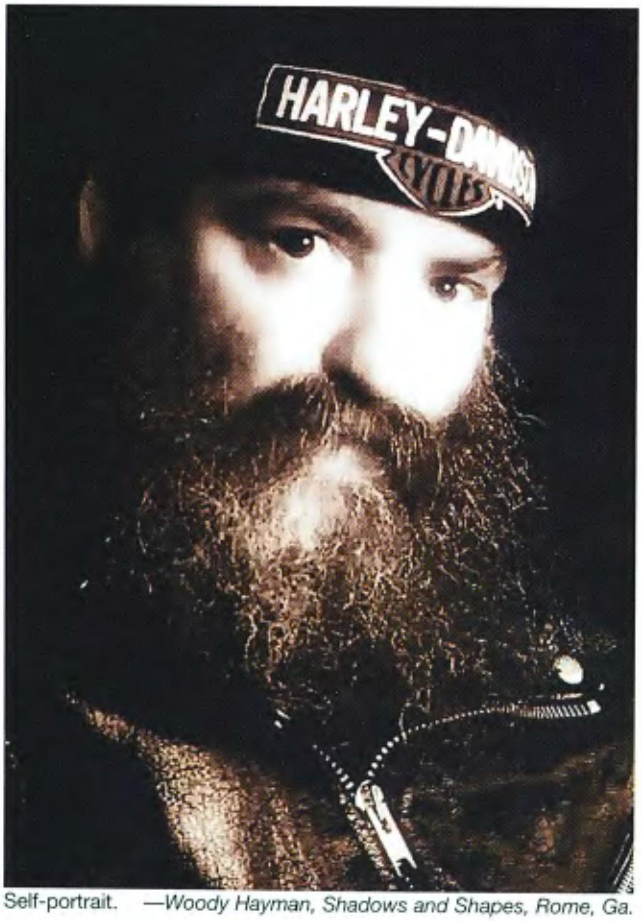
Rebellious yabos. —*Ricky Joe Akridge, Styx River Rally, Ala.*



They measure up. —*John Albro, Louisville, Ky.*

Crazy Joe rides to Laconia. —*Joseph Bomski, Stonington, Conn.*

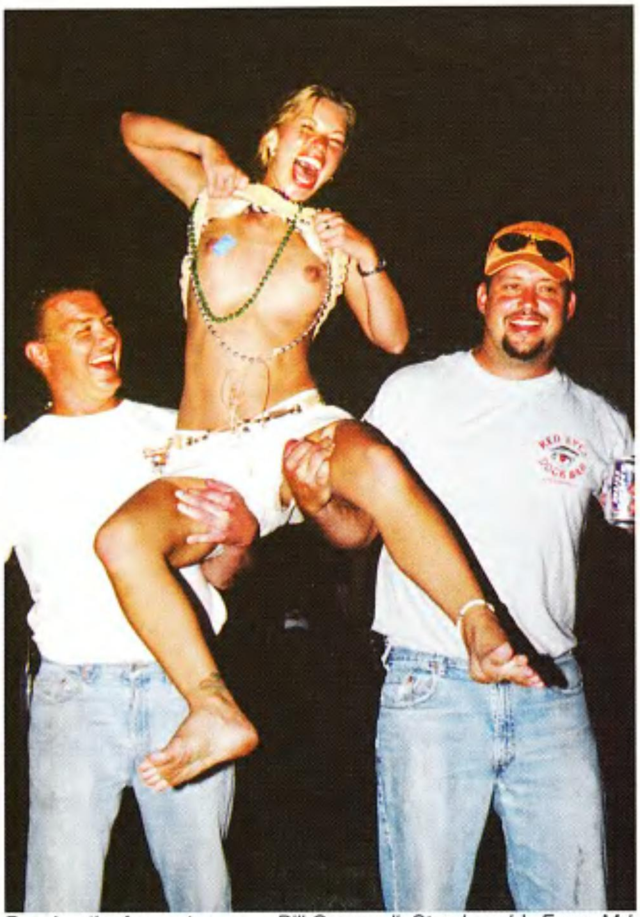
Tequila sunset? —John Ludens, Torrington, Wyo.



Self-portrait. —Woody Hayman, Shadows and Shapes, Rome, Ga.

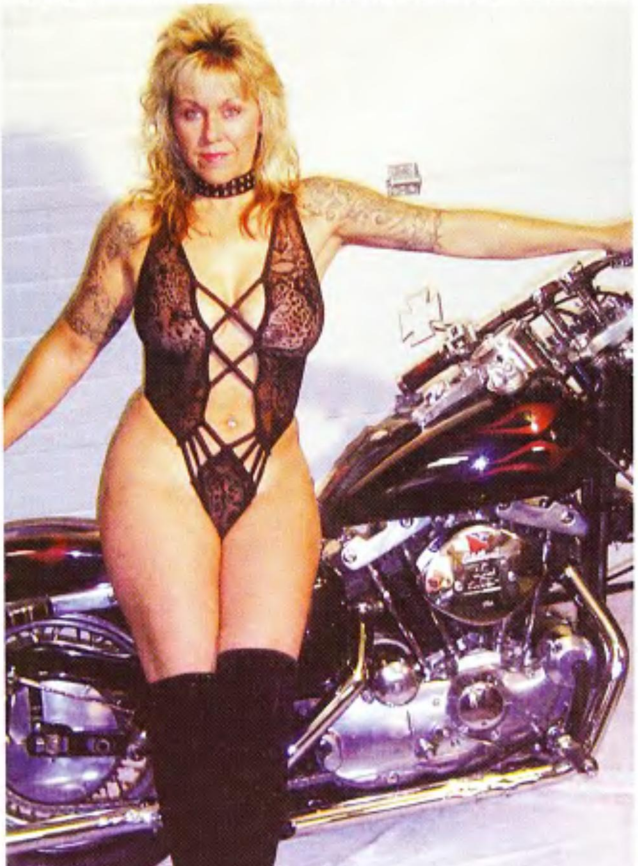
Come home safe, men. —Ralph Gugliotti, Road Hogs, Afghanistan

Debbie and Fireman Stan—feelin' it. —Scags, Mississauga, Ontario

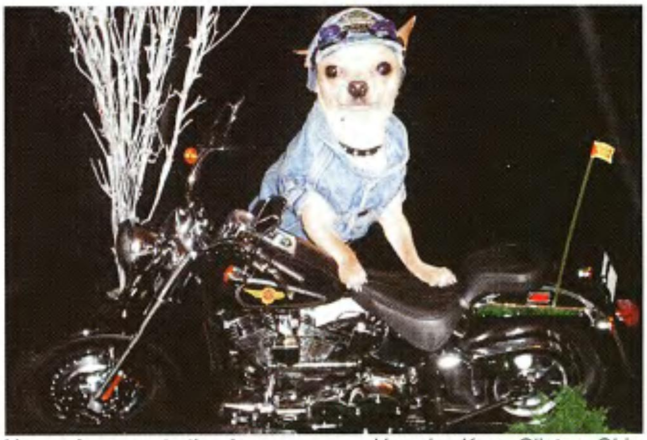


Pegging the fun meter. —*Bill Cromwell, Stambaugh's Farm, Md.*

Thunder Road *Biker/Penthouse* show. —*Darwin Becker, Sturgis, S.D.*



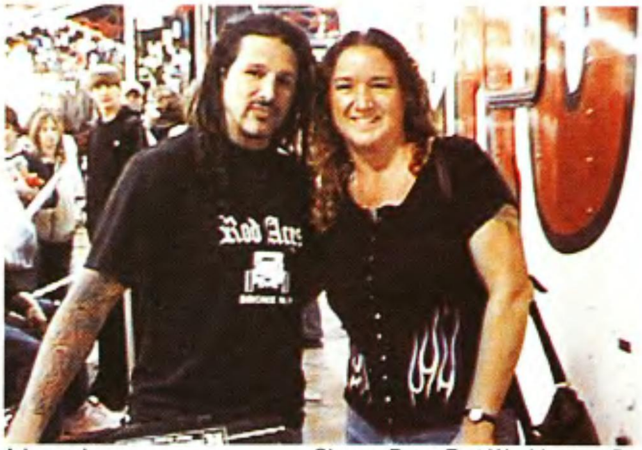
Her own '74 ironhead Sporty. —*Lisa Wadleigh, Edmonton, Alberta*



Yes, we've gone to the dogs. —*Veronica Krug, Clinton, Ohio*

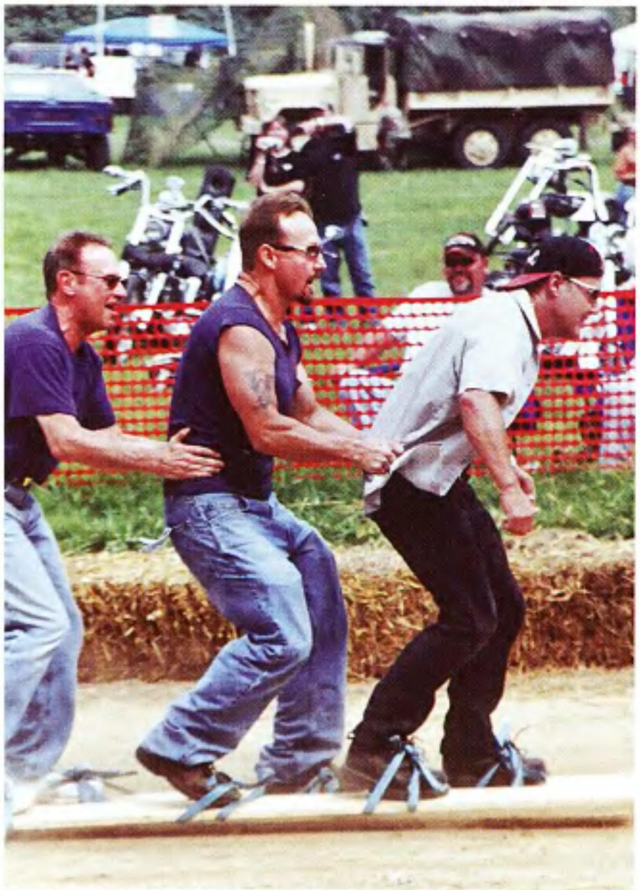
Beamin' Bettys at Myrtle Beach 2004. —*Heavy, Brunswick, Md.*

Yummy at Harley Rendezvous. —*Chris Stevens, Malden, Mass.*

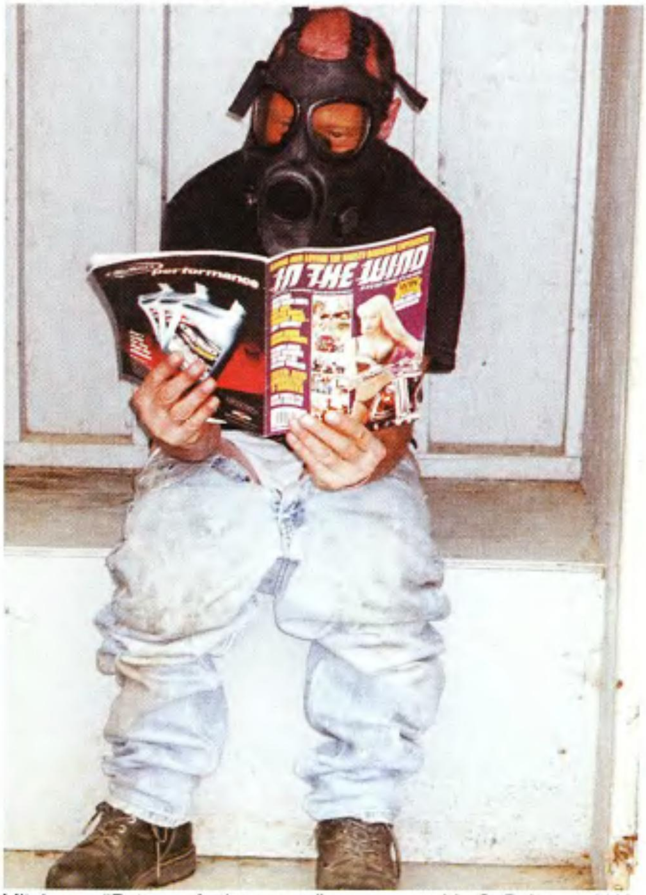


A Lane dame. —*Sharon Rom, Fort Washington, Pa.*

Bars to da stars, Sturgis 2004. —*Tracy Howard, Vintondale, Pa.*



Truckin' at the 2004 Nitro Harley Drags. —*T.W. Banks, Jasper, Ga.*



Mitch sez, "Better safe than sorry." —*Mr. C, Belmont, N.H.*

Instant hair dryer at 70 mph. —*Maelene Grenat, Hot Shots Photography, Lafayette, Ind.*

Light 'em up! —*David "Nightmare" Coldwell, Erdersee Motorcycle Rally 2004, Germany*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

CORE RIDERS - $600 PER PERSON. – VIP Credential to all activities March 9 - 12 including the Kick-Off Party, V-Twin Bikers Ball, Cocktail Reception, bike lap around the world famous Daytona International Speedway track and Victory Lane Party, three escorted rides, lunches, dinners, farewell brunch, commemorative gifts and 24-hour bike security.

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Two days before the big Sturgis Rally in 2003, Repo Bunce of Baker Drivetrain finished the bike his friends all know as "Hooker." Its concept had come to him a year earlier at Thanksgiving.

Repo had just kicked his longtime girlie to the curb and was in a bit of a slump, wrestling with thoughts of taking her back. This self-induced purgatory made Repo feel like he was floating somewhere between persecution and poontang, which was a sure sign Repo was in dire need of something more constructive to do with his time.

Inspiration struck when this awesome chrome frame from Diamond Chassis showed up at his front door. No longer in the dumps about chicks, Repo focused on the task of getting his new project rolling.

Baker Drivetrain, as fortune would have it, was busily working on a revolutionary idea to alter the relationship between transmissions and frames. Seen here as the first rolling example, Baker shows off an awesome way to get the seat of your custom project further down in the weeds.

They call it the "Drop Starter Slam Clutch" or DSSC for short. Check out the view from the backside. There is no big-domed primary cover hangin' out at ya, so all you see is tire. Rotating the starter's location to the to the right of it's normally higher position results in a center of gravity over 2 inches lower than ever before.

POONTANG PURGATORY

REPO PIMPS HIS HOOKER

It not only looks cool, it handles better too. Ain't that the truth!

Repo lives and breathes this stuff, just like the rest of the crew at Baker who are all damn good at it. Repo put their innovative new gearbox to the test on real road conditions. That's why Kendall Johnson was asked to rub a bit of special "Killer Klown" sauce on this Hooker's 126-cubic-inch S&S power plant when he was rebuilding it.

Repo has a dyno slip that registers 145 ponies with just as much torque to the ground to show for it. We asked Repo why he would want to pull off any other tricks when he can chew asphalt with this kind of power, and look this good doing it? He told us, "Only a real pimp knows what it takes to make his Hooker dance."

For the past 35 years, Shannon O'Brien has been putting cool paint on stuff that rolls. One night around the pool table in Shannon's basement, Repo was having a "Heileman's Old Style" moment when the decision was made to paint his bike the same color purple as a hooker's eye shadow.

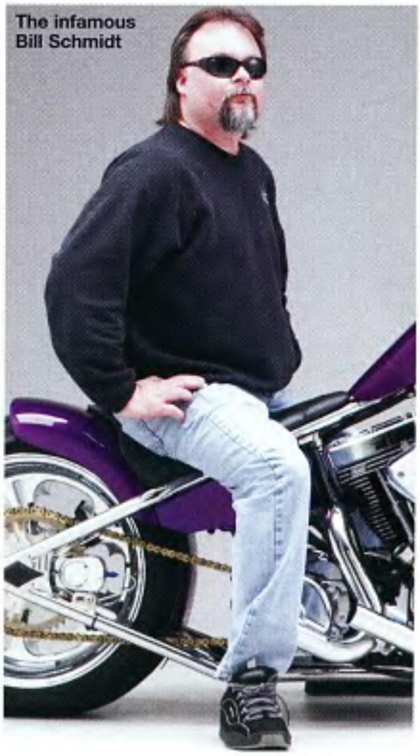
Repo tells us that Gary and Julie Maurer at Kustoms are as good as any of the very best in the business. Gary does most of the fabrication, and Julie makes marvels out of sheet metal.

Marty at Brothers Of The Ring worked his wizardry to minimize the view of circuitry, while these exhaust tubes were getting twisted up by Repo's friend, Frank

Oddi at Oddi Cycle up in the Northeast. This Hooker was one of the first machines rolling on the Chopper wheel design from X-Treme Machine.

Repo never thought painting his bike the color of eye shadow would give him problems keeping lipstick off of his collar. Get the lowdown on the new DSSC at www.bakerdrivetrain.com and remember what Repo "Da Pimp" says, "Either you're riding a chopper, or you wish you were!"

—Cheese Pizza



The infamous Bill Schmidt

Owner: ....Repo Bunce
City: ....Lansing, Michigan

General

Fabrication: ....Kustoms
Year/make: ....2003 Special Construction
Model: ....Hooker Rigid
Assembly: ....Kustoms
Time: ....9 months
Chroming: Custom Metal Finishing

Engine

Year: ....2003 S&S
Rebuilder: ....Kendall Johnson
Ignition: ....Kendall Johnson
Displacement:......126 cubic inches
Cam: ....Kendall Johnson
Carb: ....S&S
Pipes: ....Oddi Cycle

Transmission

Year/make: ....2003 Baker DSSC

Painting

Molding: ....Shannon O'Brien
Painter: .... Shannon O'Brien
Color: "Hooker eyeshadow" purple
Type: ....PPG
Special paint: ....none

Frame

Year/make: 2003 Diamond Chassis
Type: ....rigid
Rake: ....43 degrees
Stretch: ....2 inches
Modifications: ....Kustoms

Accessories

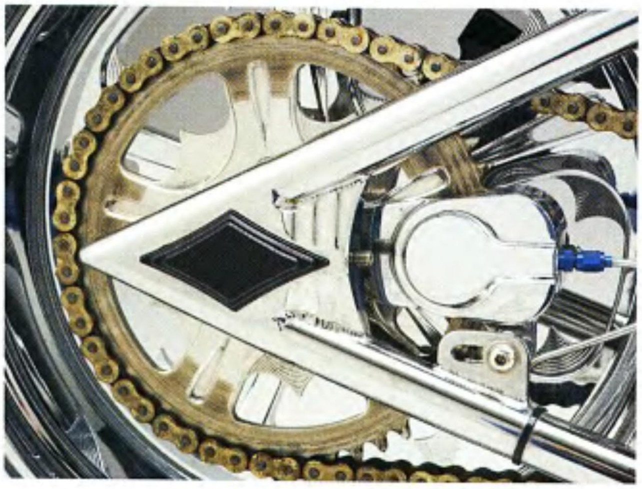
Handlebars: ............L.A. Choppers
Risers: ....Choppers Inc.
Handlebar controls: ....PM
Fenders: ....Kustoms
Headlight: ....Kustoms
Taillight: ....Eddie Trotta
Speedo: ....none
Pegs: ..................R.C. Components
Foot controls: ....R.C. Components
Electrics: ....Marty from Brothers Of The Ring
Gas tank: ....Diamond Chassis
Oil tank: ....Diamond/Kustoms
Primary: ....Baker Drivetrain
Seat: ....Danny Gray/Kustoms
Mirrors: ....Performance Machine
Grips: ....Ron Simms

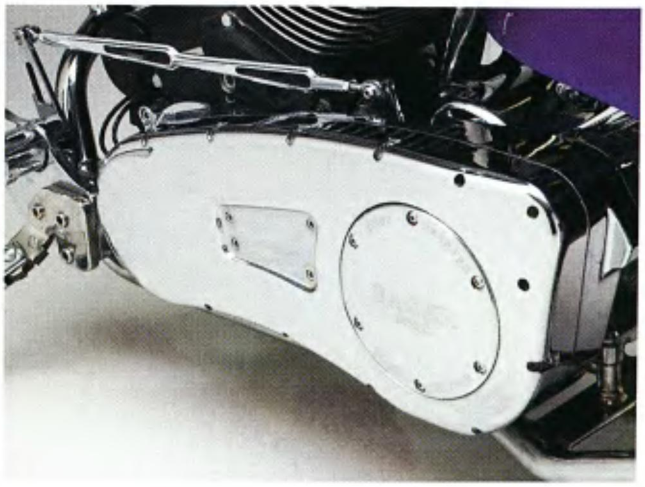
Front end

Type: ....12 inches over
Builder: ....Perse Performance

Wheels

Make: ....X-Treme Machine
Hub: ....X-Treme Machine
Size: 18 x 8.5 rear, 21 x 2.15 front
Tires: ....Avon
Brakes: ..............R.C. Components
Photos: ....Michael Lichter





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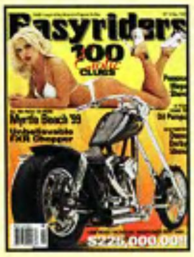

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Meet October's Winner

"And what's your name, honey?" said the guy who thought this lovely little dancer would think he was the coolest guy in the room. "Dallas," she cooed. "Phallus!" he yells, "Sure I'll show it to ya!" What followed next could only be caught by trained professionals, such as myself. This little hottie quickly inserted her 8-inch heel into the gut of the offender, which had just previously been atop his shoulder, while grabbing him around the throat and very demurely saying: "Wow, that looks like a penis...only smaller." We all had a good laugh as he was summarily tossed from the club. So, gentlemen, meet your October Fox Hunt winner, Dallas. Sure that's a stage name, but looking into those eyes, does it really matter what her real name is? I didn't think so. This NorCal entertainer was paired up with our Santa Rosa photog, Mike Chase, where she applied her modeling talents to a Kirk Taylor original. Check it out for yerself by flippin' over to Page 98 and, remember, be respectful. Ya don't want to suffer the same fate. Or, maybe ya do, I dunno.

—Howie Feltersnatch

Summer—North Carolina

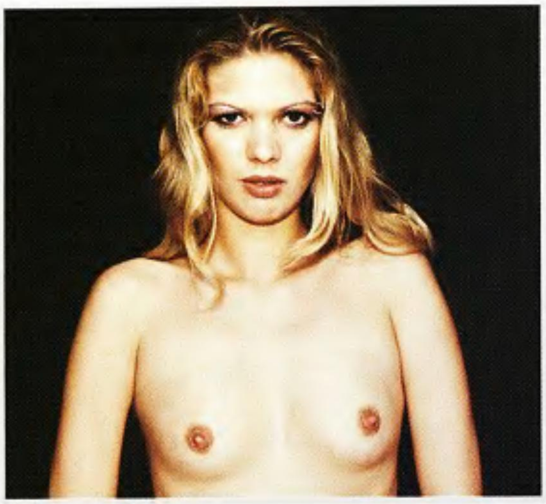
#0301

"I was at Bike Week In Myrtle Beach and told this girl I'd never been on a bike before. She took me for a ride...and rode me all night long."

Candace—Texas

#0302

"I had just left work and was offered a ride by some guys my friend had met. I was really scared, but when we got going I relaxed and now I can't get enough."



Becky—Ohio

#0303

"In a word: Incredible. If I had to use more than one word...fucking incredible."

Aja—North Carolina

#0304

"Unbelievable. It was in the fall and the wind through my hair was all I thought about for days."

Christine—Michigan

#0305

"I started riding too early to remember. Daddy took me to day care on his Harley. Seeing as how I never grew up, I'm looking for a different kind of 'daddy' now."

Tracy—Pennsylvania

#0306

"My first ride on a Harley was with my dad when I was 8. I found it exciting and now that I'm grown I'm still looking for just the right ride."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #381 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2005. The voting deadline for this month's crop of cuties is February 28, 2005. We'll announce the winner in the June 2005 issue.

Here she is, your November 2004 monthly Fox Hunt winner, Helena, No. 1103 from New York. Come back and see this sweet, little girl with the East Coast 'tude next month!

381

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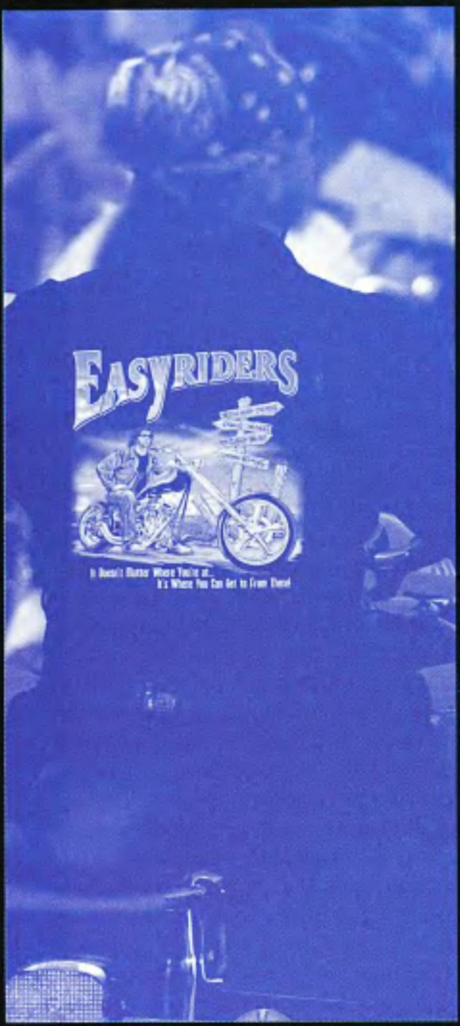
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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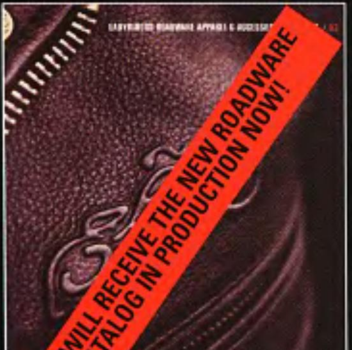

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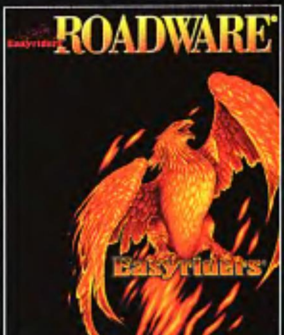

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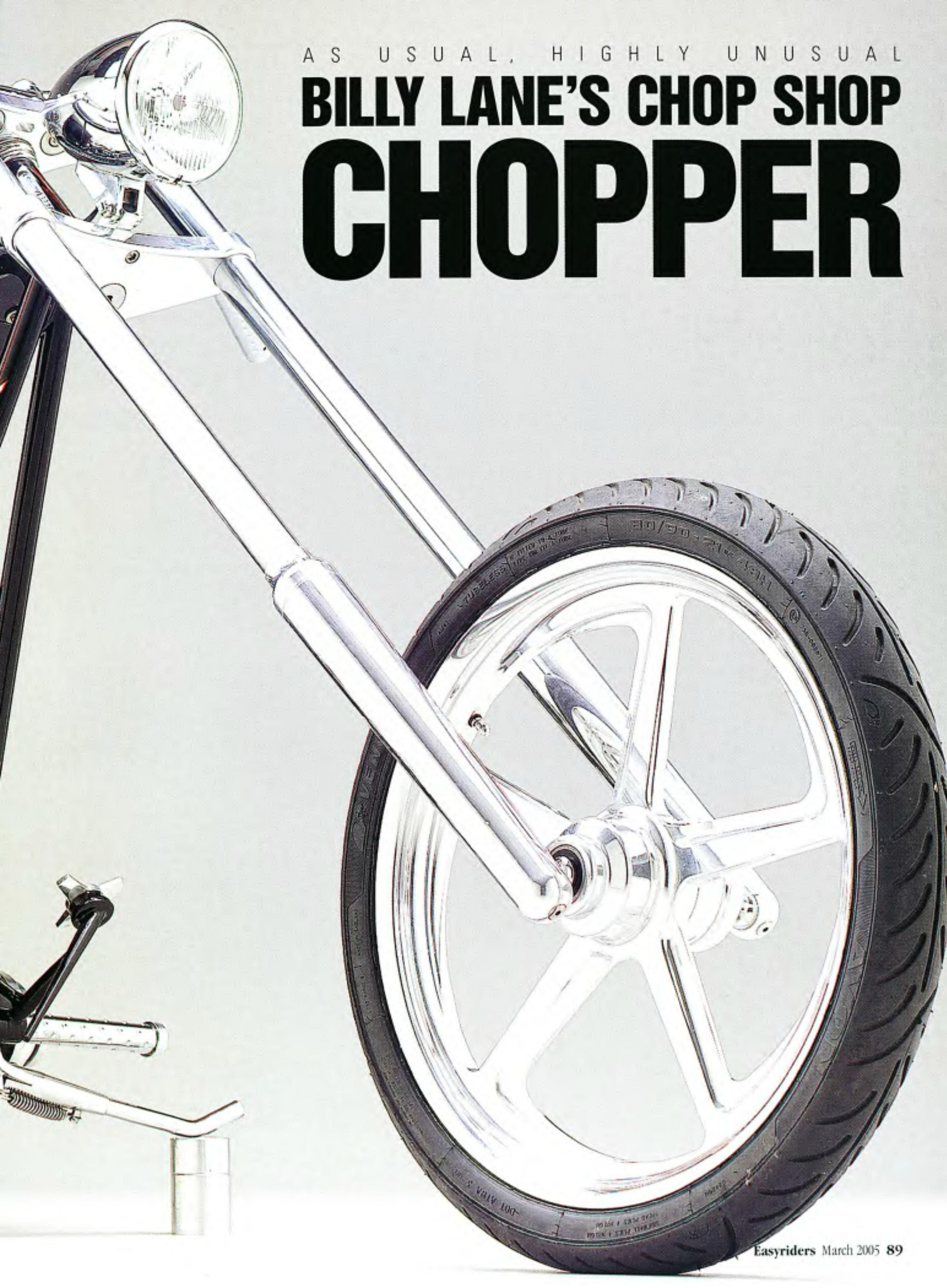
While Billy Lane has become famous for his unique, one-off creations, he does build most of his bikes for customers. It's called doing business. But usually, his bikes are more unusual when he builds them for himself or for his shop, Choppers Inc. Such as this masterpiece with its 50-degree rake in the neck of the Diamond frame cradling a 100-inch Indian motor and being led by a 16-inch-over Perse front end.

"I built this bike because The Chop Shop needed representation from Choppers Inc.," Billy says, adding quickly that, actually, "I was building it for myself when The Chop Shop approached us."

The Chop Shop Tour is, of course, similar in concept to the old Camel Roadhouse Tour, with a select number of custom bike builders participating and showing off their work. The builders

AS USUAL, HIGHLY UNUSUAL

BILLY LANE'S CHOP SHOP CHOPPER



involved were Billy, Jesse Rooke, and Joe Martin (Martin Bros). Unfortunately the tour only lasted three stops: Daytona Bike Week, Laughlin River Run, and the ROT Rally in Austin. The Chop Shop Tour was officially canceled in June.

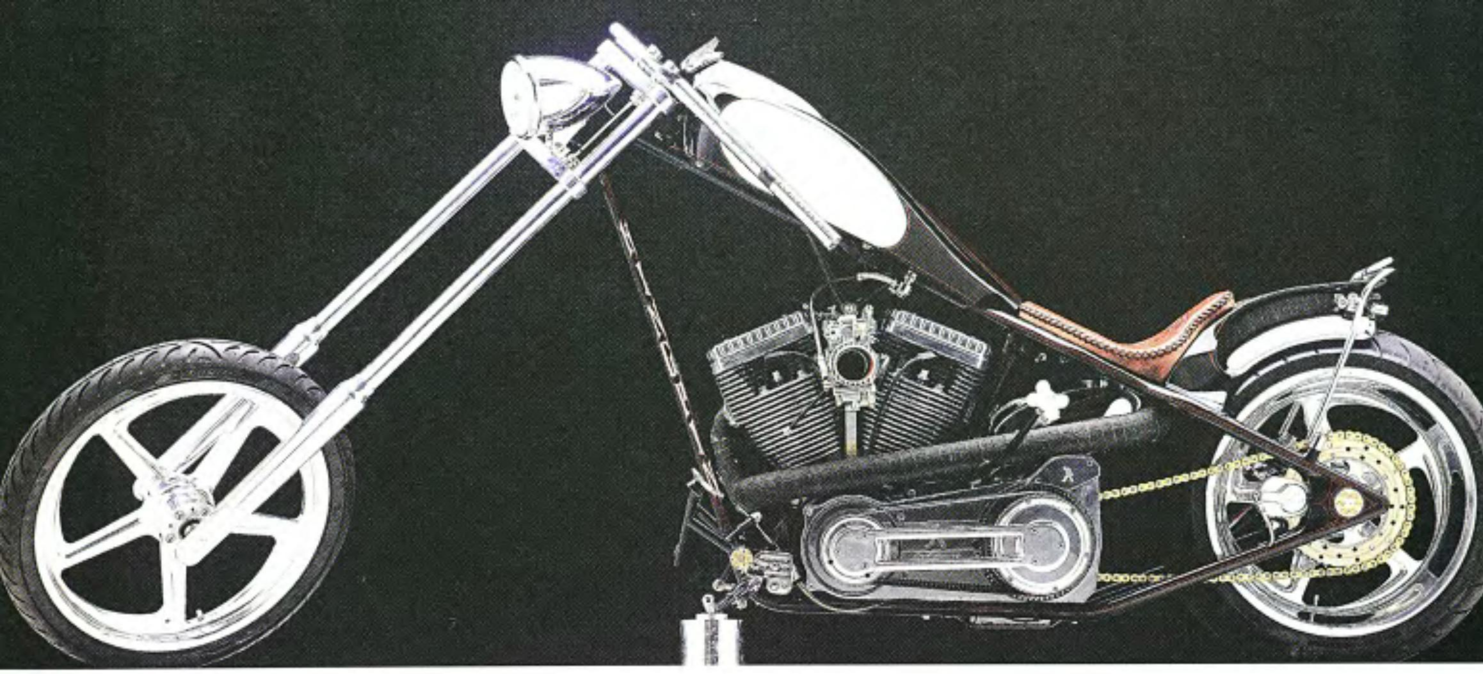
But back to the bike. "I used the Indian because I liked the retro look of the engine," Billy continues. "It looks like a panhead, and I especially liked the round cylinders."

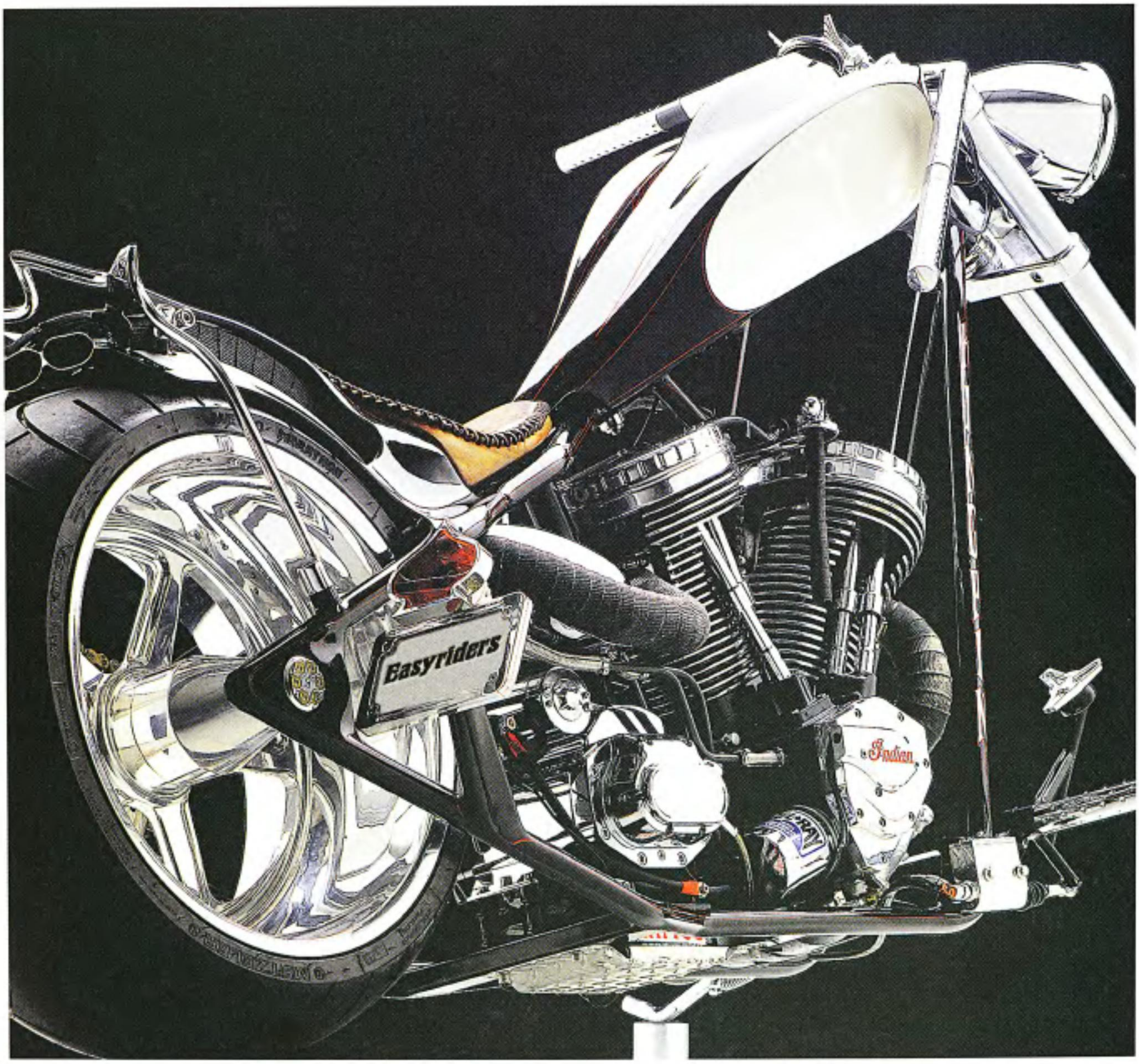
There you have it, clean and simple. Or maybe not. One has to take a close look to realize that a lot of the details indicate anything but simplicity. Take the gas tank, for instance. It's what Billy calls "the most complex part of the bike. It consists of 19 panels, which means a lot of fitting and welding. I'm pretty proud of it."

Another challenge was creating the rear exhaust, according to Billy. "It is difficult to make it symmetrically," he explains, "and it is the first thing noticed when viewed from the rear. It really sounds great."

While the Chop Shop Tour may have been discontinued due to lack of sponsorship, Billy's entry is still around on these pages, currently giving our readers a closer look at one of the unusual creations for which he has become so well-known…usually.

—Red Baron




Easyriders
Indian

Owner: ....Billy Lane
City: ....Melbourne, Florida

General
Year/make: ....2004 Special Construction
Model: ....chopper
Assembly: ....owner

Engine
Year: 2004
Builder: ....Indian Motorcycles
Displacement: ....100 cubic inches
Pipes: ....Billy Lane

Painting
Painter: ....Joe Richardson
Color(s): ....black
Type: ....House of Kolor

Frame
Type: ....Choppers Inc.
Builder: ....Diamond
Rake: ....50 degrees

Accessories
Handlebars: ....Choppers Inc.
Fenders: ....Jesse James
Headlight: ....Arlen Ness
Taillight: ....Choppers Inc.
Gas tank: ....Billy Lane

Oil tank: ....Billy Lane
Seat: ....Paul Cox
Mirrors: ....none
Grips: ....Choppers Inc.

Front end
Type: ....Perse Performance
Builder: ....Perse Performance

Wheels
Make: ....Weld
Size: ....21 x 2.25 front/ 18 x 10 rear
Tires: ....Metzeler
Brakes: ....PM/Exile

Photographer: ....Michael Lichter

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BOB'S BACK

MICHAEL LICHTER BRINGS BACK BOBBERS

You may wonder who Bob is and why he's back. In this case, Bob stands for bobber and Michael Lichter brought Sturgis Rally-goers an eyeful of incredible old-school bobbers at his annual Journey Museum show. Besides showcasing over a dozen unique rides based on the bobber-style of the 1950s and '60s, the Museum hosted a gallery of

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original David Mann art from the pages of *Easyriders* magazine. His was the fourth annual show that Michael put on in the Museum, which describes itself as offering a "forum to preserve and explore the heritage of the cultures of the Black Hills region."

The motorcycles that made up the *Bob's Back* exhibit included traditional bobbers as they might have appeared in 1958. On display were *Cycle World* editor David Edwards' 1940 Indian Scout bobber that toured for four years with the Guggenheim Museum's *Art of the Motorcycle* as well as modern interpretations by well-known builders such as Billy Lane, Chica, Hank Young and Brian Klock. Other motorcycles included bronze sculptor Jeff Decker's 1941 Crocker from Utah and a bobber from Puerto Rico by builder Jose de Miguel.

This exhibition was made possible by the generous support of Joe Teresi who loaned all of the original David Mann paintings to the museum and Segal Fine Art, a publisher of limited-edition artwork that recently added David Mann to the roster of painters they represent. Additional support came from Metzeler Motorcycle Tires N.A., for sponsoring the Gallery's opening reception and the motorcycle builders and owners who graciously loaned their motorcycles to the museum.

On Tuesday, August 10th, the world's best custom bike builders showed up for the reception and thanks to Mike Lichter, were able to speak to David Mann from his hospital bed. Dave Perewitz, Arlen Ness, Donnie Smith, Billy Lane and Willie G. Davidson all took turns speaking to David on the phone. For most, it was the last time they would speak to the famous painter of biker art before he passed away on September 11th. David was truly honored by all.

What does Michael Lichter have planned for next year's Journey Museum show during Sturgis? We're sworn to secrecy, but we can guarantee that it will blow your engineer boots clean off!

The Journey Museum is located at 222 New York Street, Rapid City, South Dakota, two blocks east of the Rushmore Plaza Holiday Inn and the Civic Center where Harley-Davidson is headquartered. Normal admission is $6 (kids 10 and under are free). This includes admission to the four major prehistoric and historic collections, the Duhamel collection of traditional Sioux artifacts and the museum's theatre. The Journey is worth...the journey.

—Dave Nichols

Photos: Michael Lichter

SEMINOLE Hard Rock HOTEL & CASINO ROADHOUSE

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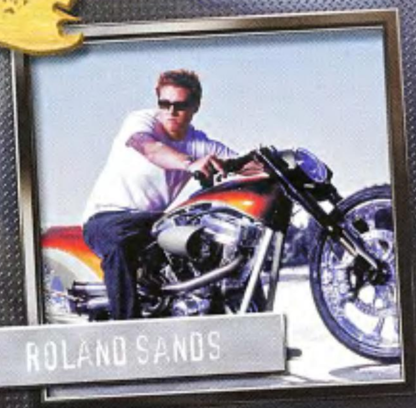

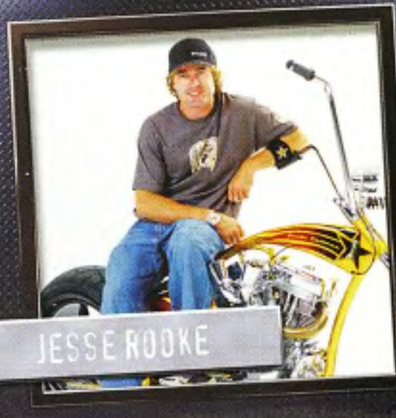

rocks hard with the metal-carving ingenuity and raw talent of four exciting custom bike builders, set centerstage at five bike rallies! Check out their 2005 custom Hard Rock bikes and kick back at the Roadhouse, featuring live entertainment, beautiful Hard Rock models, Hawaiian Tropic babes, the Roadhouse Bar, Discovery® Biker Build-off Finale Ride-ins, Hawaiian Tropic pageants® and more! Get more details for each rally at HRroadhouse.com.

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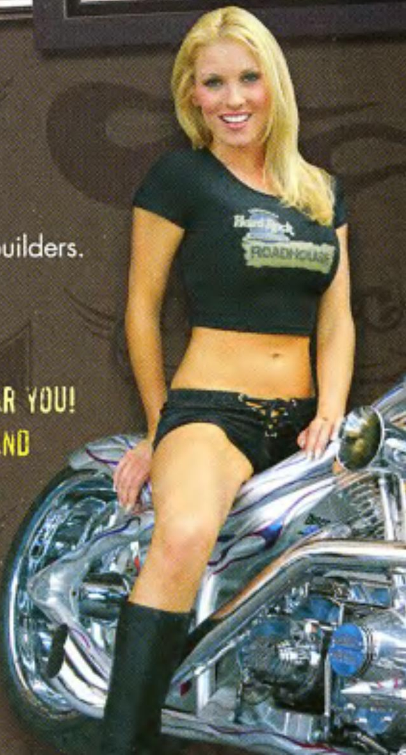

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Kirk Taylor grew up around a machine shop and developed an affection for bobbers and choppers at an early age. He has always loved riding, but Kirk discovered how serious he had gotten about building bikes after outgrowing his garage 12 years ago in Novato, California.

He rented the space next door and a couple of guys started helping him out once in a while. Soon it was more profitable for everyone to do their own thing. At the same time Kirk continued to expand his operation by attracting talented artisans and renting them a space nearby.

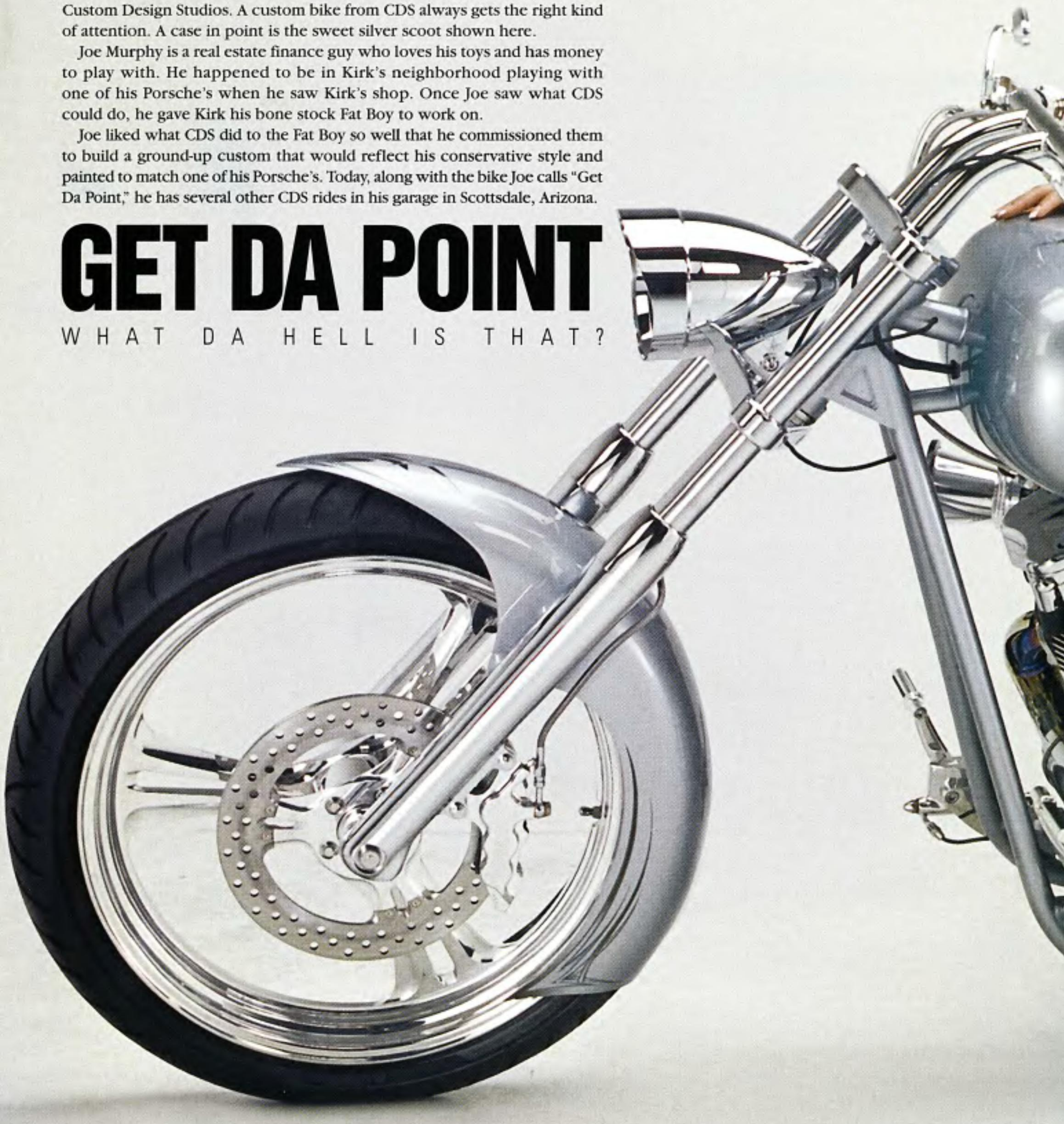
Today, Kirk's neighborly assemblage of motorcycle craftsman form Custom Design Studios. A custom bike from CDS always gets the right kind of attention. A case in point is the sweet silver scoot shown here.

Joe Murphy is a real estate finance guy who loves his toys and has money to play with. He happened to be in Kirk's neighborhood playing with one of his Porsche's when he saw Kirk's shop. Once Joe saw what CDS could do, he gave Kirk his bone stock Fat Boy to work on.

Joe liked what CDS did to the Fat Boy so well that he commissioned them to build a ground-up custom that would reflect his conservative style and painted to match one of his Porsche's. Today, along with the bike Joe calls "Get Da Point," he has several other CDS rides in his garage in Scottsdale, Arizona.

GET DA POINT

WHAT DA HELL IS THAT?



Joe's crib is complete with a breathtaking view of Phoenix, a 132-inch projection TV and a brass pole in the corner for the strippers. If only he could get this month's Fox Hunt winner, the lovely and talented Ms. Dallas, to rub a little polish on that pole.

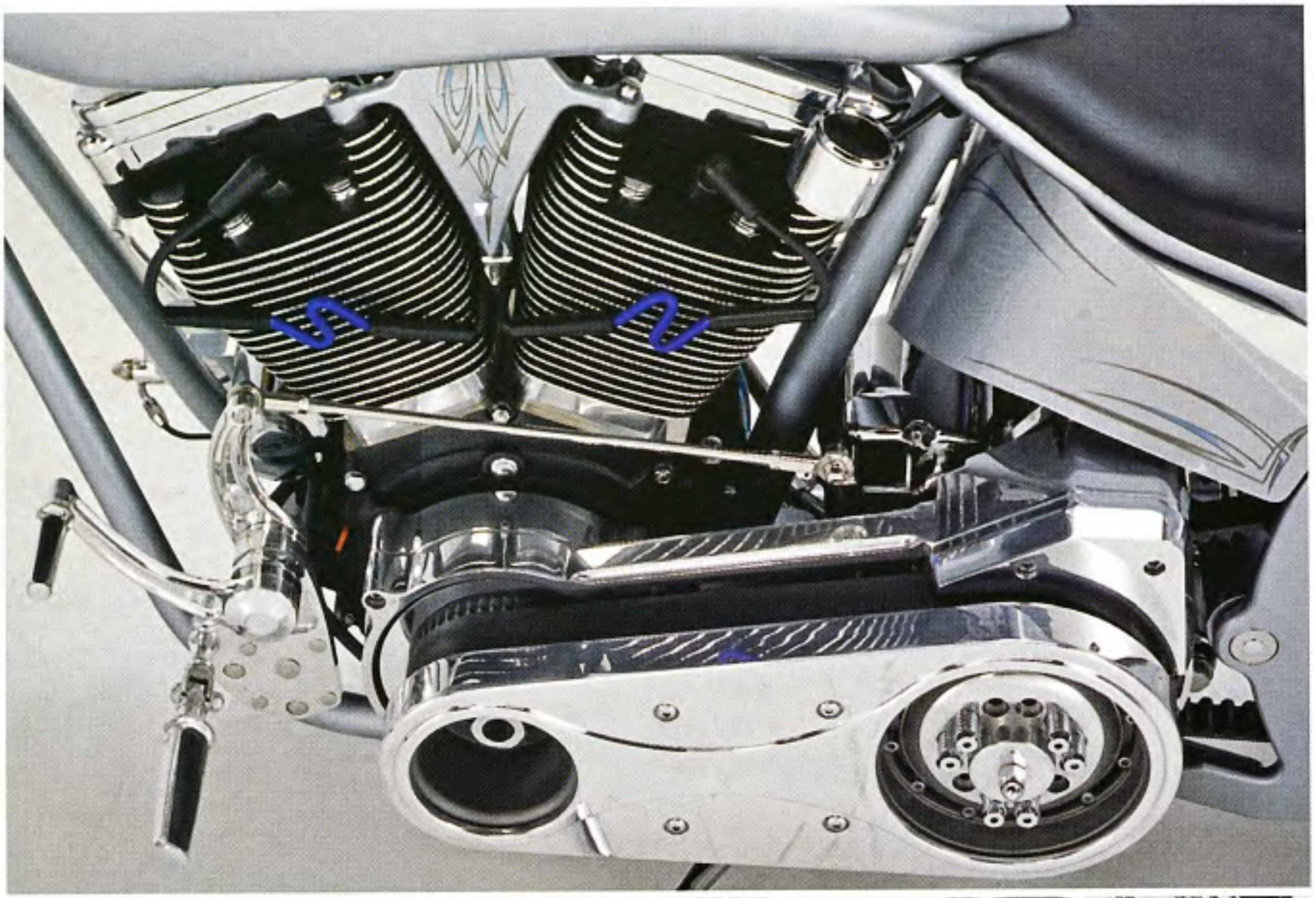
Many talented hands worked on Joe's Get Da Point bike. There are the three Don's: Don Clancy, who made the job of fabricating look easy, Don English, the main mechanic who made sure good things were always happening regardless of where the team was with the project, and Don "Throne Guru" Huddleston, who shoehorned his perfectly covered seat pan into the molded recess of this modified Paul Yaffe frame.

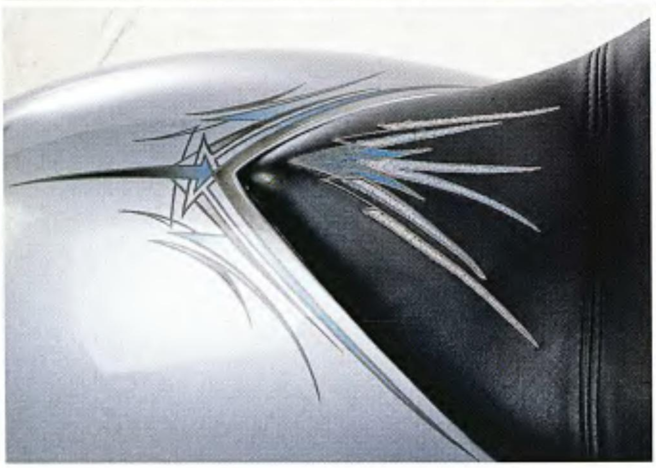
And there was also Matt the prepper, who did loads of sanding to get all of the molding ready for paint and the guy who shot the base coat, Gary, who is one of Joe's martial arts pals. But none of the things that CDS does would make it if it were not for Kirk's wife Lisa, who is the drive behind it all.

Joe hasn't been seen riding anywhere much, but it is often parked outside Christie's, his favorite strip joint. CDS does really well at bike shows and they've opened a can of whoop ass on some of the heaviest hitters in bike building.

Kirk can put together any ride your heart desires. Speaking of desires, our Fox Hunt winner Dallas from Northern California makes this silver scoot all the more desirable. To see more (of the bike) visit www.customdesignstudios.com.

—Cheese Spread





Owner: ....Joe Murphy
City: ....Novato, California
General
Fabrication: ....Custom Design Studios/Kirk Taylor and Don Clancy
Year/make: ....2003 Special Construction
Model: ....Pointed Pro-Street
Assembly: ....Custom Design Studios/Kirk Taylor and Don English
Time:...............................12 months
Chroming: ..Quality Custom Plating
Engine
Year: ....2003 V-twin
Rebuilder: ..Don English of Custom Design Studios
Ignition: ....RevTech
Displacement:......100 cubic inches
Cam: ....Dave Mackie
Carb: ....Mikuni
Pipes: ....Arlen Ness
Transmission
Year/make: ....2003 Arlen Ness
Painting
Molding:....Custom Design Studios
Painter: ....Custom Design Studios
Color:.......................................silver
Type: ....Custom Design Studios
Special paint: ....Custom Design Studios
Frame
Year/make: ....2003 Custom Design Studios/PYO
Type:................................pro-street
Rake: ....38 degrees
Shocks: ....Progressive
Modifications: ....Custom Design Studios
Accessories
Handlebars: ......pullback drag bars
Handlebar controls: ......Contour by Performance Machine
Fenders:....Custom Design Studios
Headlight:......................Headwinds
Taillight:............Paul Yaffe Originals
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ..Custom Design Studios
Gas tank: ......PYO/Custom Design Studios
Oil tank: ....Paul Yaffe Originals
Primary:..BDL
Seat: ..Don Huddleston of Custom Design Studios
Mirrors: ....Performance Machine
Grips: ....Performance Machine
Front end
Type:...wide
Builder: ....Perse/Custom Design Studios
Wheels
Make: ....Performance Machine
Hub: ....Performance Machine
Size: 18 x 8.5 rear, 21 x 2.15 front
Tires: ....Avon
Brakes: ....Performance Machine
Special Thanks:............Lisa Taylor
Photos:........................Mike Chase

IT SEEMED LIKE A GOOD IDEA AT THE TIME!

I did something the other day that has me seriously questioning my intelligence, or lack of it. Before I tell you what it is that I did, I must first explain that I was just a touch drunk, trying to impress not one but two women and suffering severe peer pressure from a group of equally drunk people who kept egging me on.

I've never been good at saying "no" once you fill me with beer. This has led to much agony over the years and more than one trip to the emergency room. But what I did the other day raises the bar for all out-of-shape, old-enough-to-know-better, dumbass drunks. Though it's hard for me to even admit it, I rode a mechanical bull.

Now before you start beakin' off about how that ain't so tough, consider the last time you rode a mechanical bull. Probably never, I'm guessing. I could call you a a pussy, a girlie-man, but I won't. Riding that fiberglass beast from hell doesn't make me tougher than anyone. Just dumber than most.

For those who have never tried it, I'll describe the experience.

In terms of fun, riding a mechanical bull ranks right up there with bungy jumping with the rope around your neck or high diving into an empty pool. Actually, for me, diving into any pool is a bad idea since I can't swim and am not made of balsa wood. The goal is basically to stay on the bull for as long as possible. The challenge is the longer you stay on, the faster the bull gets. You will fall off eventually, the question is: will you fall off before or after you do yourself serious damage?

Unlike riding an actual bull, where you're dealing with a creature who possess a very tiny brain, the mechanical bull has a human operator with just a slightly larger brain. He uses trickery and an obvious hatred for people, to twist and bounce you into positions a real bull would never figure out. It is the goal of the operator to inflict as much pain and permanent damage to your body as he can manage.

Once you actually mount the bull and start the ride, you quickly figure out that you should have gone and hung around with the beer-tub girl instead. So violent is the experience that you are actually afraid to fall off.

You kinda hang on for dear life, not even realizing that by hanging on you are making things worse. I'll bet when the truly evil people arrive in hell there is a whole row of mechanical bulls waiting for them. You probably have to spend the first 100 years or so bouncing around on the fuckers. And every time your arm rips off they put it back on and you have to start over again. Jesus, it might be time to start going to church.

Eventually though, no matter how hard you hang on, you come off. And it's not a pretty dismount. It's like being shot out of a cannon straight into the ground, or falling out of the back of a pickup and hitting a road sign. It's once you finally come to rest that the real pain starts.

Everything that touched the bull hurt. Arm, hand, legs, ass and nuts. Especially the nuts. Oh, the nuts. I was pretty sure one of my testicles had been popped out of it's protective housing. All I could do was lay there and hope I would eventually pass out.

The crew of evil onlookers who had talked me into my current position thought I was trying to be funny, but the truth was that I couldn't freakin' move. I kept trying to reach my cell phone so as to call 911 and have my ass rescued. I just wanted to be out of that bar since I was also pretty sure I was gonna puke and didn't want a bunch of witnesses seeing that.

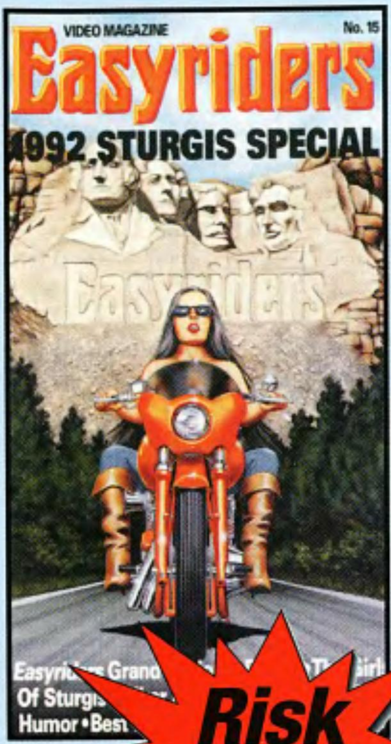
Eventually a concerned bouncer came over to me and informed me that I was holding up the line. I did not respond to him because I had lost the ability to speak. I rolled off the mat and somehow made my way back to my group who were slightly less sympathetic than the bouncer. Someone actually asked me if I was ready to go again. In my mind I beat the hell out of them right there. In reality I threw up just a little into the back of my throat.

In hindsight, I should have handled the situation differently. First, I should not have had so much booze in me. Second, I should never accept a challenge without thinking it through. Third, I should never have listened to the drunken idiots I was there with. These are the kind of people who would challenge you to do shooters out of a milkshake cup, just to see what alcohol poisoning really looks like. The kind of people who would think it was funny to take your tax return, write "kiss my ass" on it and send it to Uncle Sam. They are basically evil people. The only reason I call them my friends is that I don't want them as my enemies.

Based on my experience that night, the only advice I have for you is this: Just because something seems like a good idea at the time, doesn't make it a good idea. And if something seems like a great idea when you're drinking, it's probably going to seem like a really stupid idea when you sober up.

There's nothing wrong with just walking away from a challenge with your spinal cord still in its factory installed position. Leave the wild and crazy stuff to those who are younger and more easily repaired. Use this as a rule of thumb: If you're old enough to remember a time when all motorcycles had kickstarts and all phones had rotary dials, you're too old to ride a mechanical bull. Now, if you'll excuse me, I feel the need to have a nap.

—Greg White



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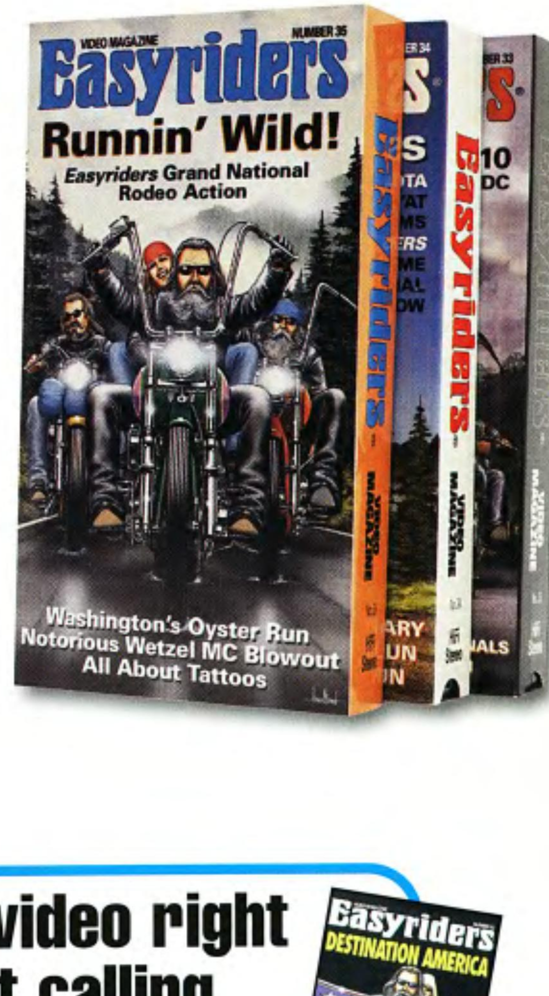

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WELD
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KC CREATIONS GOT WITH THE PROGRAM

A MASTER BUILDER'S BIKE

Familiar with Weld Racing's Master Builder Program? Long story short, earlier in the year Weld called up a handful of the most talented builders and shops in the country asking each to create a one-off, a bike showcasing—what else—Weld wheels. Taking on the challenge were Kendall Johnson (seen in last month's issue of *Easyriders*), Eddie Trotta, Matt Hotch, Redneck Engineering, and Kim Suter whose awesome bike is seen here. It's a pure KC Creations.

Weld didn't put any restrictions on the style of the bikes to be built, other than a mandate to work in Weld's logo and, of course, have it rolling on Weld wheels.

Each builder would get to sit down with Weld's programmers and work up a unique wheel design, too, but because of time and production constraints the wheels on this bike are actually a set of Weld's own Recluse models. "When we built this bike," Kim says, "we needed the wheels fast and the ones I had designed weren't ready so we chose these." Not content to leave things as he got them, Kim painted and airbrushed his off-the-shelf Welds, which normally would arrive either chromed or polished.

As a platform for his part in the program Kim decided to build something brand-new from KC Creations. This bike is actually the prototype for KCC's new Anaconda, a bike dimensioned to accept those big 280- and 300-series rear tires.

The Metzeler here is a 280, "the biggest available when we did this bike," Kim says, but of course since then the tire-size wars have raged, "and right now we're actually doing a 330 bike," Kim adds. Nevertheless, a 280 is still plenty of tire and the Anaconda is plenty of bike to handle it.

The Anaconda centers on a 6-up and 6-out drop-seat frame, and while this one's a rigid it's offered in a hidden-shock, as well. Either way it's a swoopy collection of tubing.

Check out the subtle radius of the downtube and the way the frame flows back to the rear axle. It's a long bike, too, made even longer here with the inclusion of a radically extended front end mounted with 52 degrees of total rake, a combo of the neck angle and a set of 4-degree triple-trees. That front end, if you're measuring, is 22 over. It's way out there.

"When we put them out that long," Kim says, "we'll routinely use the Deuce lowers to keep the fender mounts out of the way." Kim powered this bike with an S&S 124, hooking it to a Baker 6-speed in the new DSSC configuration, a trans and primary package so useful in the latest drop-seat frames (although Kim says it's not absolutely necessary in the Anaconda).

The pipes on this one are pretty tricky and take a close look at the heat shields. They've been water-jetted with one side spelling out KC Creations and the other side Weld Racing. Those exhausts were a big hit when the bike debuted.

And so was its paint, including the colors on those Recluse wheels. This wild and multi-hued paintjob started out over a basic black topcoat. All those grays and silvers and bronzes and champagnes went on over that, blended into a decidedly industrial chromed-metallic effect. "John Nicholas, our in-house airbrush wizard, says he has something like 180 hours of time in this bike," Kim says.

There's something everywhere, right down to the taillight bracket. Rather than just put the wheel company's logo on the bike, Kim decided to build that Weld name into the whole package, or more accurately its paint. So look closely. There are welder demons and futuristic robotic machines and monsters everywhere.

"It's crazy," Kim says. "John's a maniac. A damned talented one. And yeah, we even decided to paint the wheels and let John airbrush them, too." Completed in a pretty quick 90 days, the KC Creations' Anaconda was ready for Daytona Bike Week 2004, and the guys at Weld Racing were ready for it—painted wheels and all.

—Joe Kress

Owner: ....Weld Racing
City:..............Kansas City, Missouri

General

Designer: ....KC Creations
Fabrication:................KC Creations
Year/make: ....2004 Special Construction
Model: ....Anaconda
Assembly:..................KC Creations
Time:.................................3 months

Engine

Year:................................2004 S&S
Rebuilder: ....S&S
Displacement:......124 cubic inches
Ignition:..................................Crane
Cam: ....S&S
Carb: ....S&S
Air cleaner: ....custom stack
Pipes: ....KC Creations

Transmission

Year/make: ....2004 Baker, RSD

Painting

Molding: ....KC Creations
Painter: ....Scott Thomas, KC Creations
Color: ....multi
Type:..............PPG, House of Kolor

Frame

Year/make: ......2003 KC Creations
Type: ....Anaconda
Rake: ....52 degrees
Stretch:..............................6 inches

Accessories

Handlebars: ....KC Creations
Risers:........................KC Creations
Handlebar controls: ....JayBrake
Fenders: ....KC Creations
Headlight:......................Headwinds
Taillight:......................KC Creations
Pegs:........................Big Inch Bikes
Foot controls: ....JayBrake
Electrics:..................Big Inch Bikes
Gas tank: ....Independent
Oil tank: ....KC Creations
Seat: ....Danny Gray
Mirrors:...........................Maximum
Grips: ....KC Creations

Front end

Type:..................H-D Deuce lowers
Extension: ....22 over
Builder: ....Forking By Frank

Wheels

Make: ....Weld Racing, Recluse
Size: ....21 x 2.50, 18 x 10.50
Tires: ....Metzeler, 280 rear
Brakes: ....JayBrake
Photos: ....Michael Lichter

THE LIFE AND TIMES OF ROBERT E. FULTON

40,000 MILES WITHOUT A ROAD

"One of the great advantages of the motorcycle is its ability to bring its rider close to the environment—winds, weather, roads, surroundings, nature."
— *Robert E. Fulton*

One night you're sharing bubbly with a pretty girl at a posh London party when you mention you're thinking about seeing something of the world before heading home to the States. Your dad's even suggested the idea, but he was thinking cruise ship. You've got a better idea...do it on a motorcycle. But then you look at a calendar and realize it's 1932. What were you thinking?

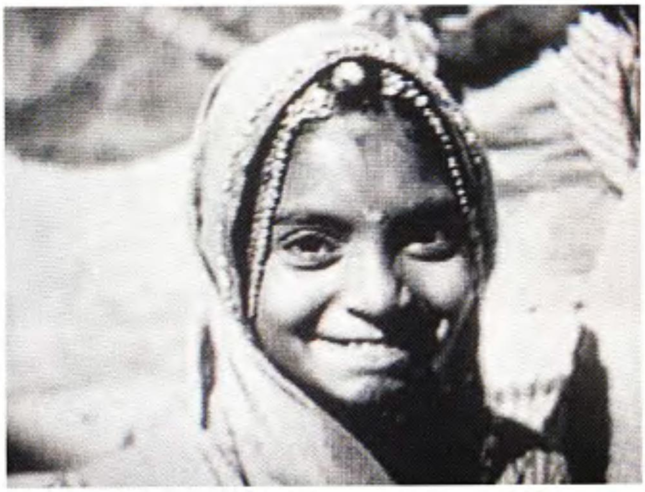
Then one of the head honchos at the Douglas motorcycle company hears of your "plans" and offers you one of their new 600cc twins complete with special storage containers, skid plates and even a nifty secret compartment for hiding your .32 revolver...just in case. Now Robert E., you just gotta go.

One pith helmet, 40,000 feet of film and one Smith & Wesson. It was a short list of supplies but 22-year-old Robert E. Fulton would make it last 17 months as he rode through early-'30s France, Germany, Austria, Hungary, Yugoslavia, Bulgaria, Greece, Turkey, Syria, Iraq, India, Afghanistan, Dutch East Indies (Indonesia), Malaya, Siam (Thailand), Indo-China, China, and Japan. His 35mm Bell and Howell movie camera, rolling black and white nitrate film, would forever capture a moment in time long since gone, the exotic pre-TV, pre-Internet, pre-several wars world of exotic peoples, palaces, dangers and delights.

Not to be confused with Robert Fulton (1765-1815) of steamboat-inventing fame, Robert E. Fulton was also apparently a born inventor, in fact his middle name was Edison after Thomas Alva who lit up the world. Robert E. was born on April 15, 1909, a half dozen years after the Wright Brothers escaped the surly bonds of earth and the first Harley-Davidson puttered down the road. But Robert E. Fulton would combine the adventures of both air and land and make his own way into the history books. And he would have the pictures to prove it.

The son of a wealthy family that began with a stagecoach company that evolved into no less than the Greyhound Bus Line and a father who ran Mack Trucks, Robert E.'s education included degrees from Harvard and the University of Vienna in architecture. He began tinkering with vehicles at an early age; at 10 his father gave him the task of redrawing a worn blueprint of a truck engine. The experience obviously left its mark. As a teenager he built his first car, but it was motorcycles that caught his attention. That and travel.

In 1921, at 12, traveling with his intrepid parents, Robert E. had a seat on the first commercial air flight from Miami to Havana and at 14, he was present at the opening of King Tut's tomb. While he didn't succumb to the mummy's curse, he did sustain a healthy dose of wonderment about the world's marvels and distant lands, and that would come back to haunt him in a good way.



Robert E. Fulton in the 1950s.

Photos: provided by Whitehorse Press

In any case, Robert E. set off on his ultimate road trip, pointing the hardtail Douglas east and looking for adventure. You know how it is, a great day, no traffic...a ride that just keeps on going...in this case, it kept on going for about 40,000 miles. And we're talking 1932 and one man, one bike—no chase truck, no GPS, no helicopter rescue service a cell phone call away and basically no roads either.

His plan at first was to photograph the great examples of architecture he would encounter along the way, however the trip itself had him shifting gears. Speaking during a 2000 CNN interview, Robert E. explained, "I soon discovered that instead of taking pictures of architecture, it was the people that were more important. So that became what I did on the whole trip." Obviously it was literally an eye opening experience for later in life he would say, "Most people go through life looking but not really seeing."

After trundling through pre-WWII Europe, he found himself at one point in Baluchistan where, as usual, British forces were fighting rebels. (Baluchistan is bordered by Afghanistan and Iran if you're plotting your Robert E. Fulton Anniversary Run.)

Other hot spots he visited include Krakatoa, well, actually the spot on the earth between Java and Sumatra where the super-volcano blasted itself into the history books with the force of 100 megatons back on August 26, 1883. Robert E. definitely got some serious bang for his buck and hit all the high spots of adventure.

Along the way he dodged bandits in Iraq (what a surprise), was shot at by Pathan tribesmen in the Khyber Pass (all bad shots apparently) and was wined and dined by Indian rajahs who took a liking to him.

Riding through several "-stans," he encountered a bunch more highwaymen in Waziristan. (Where's that, you ask? Pakistan.) Among his many misadventures he was busted for smuggling in Indonesia. Then there's the time someone tried to sell him a pre-endangered species tiger cub for $2.

Robert E.'s only injuries were sustained when he rode off an unfinished bridge one night in Turkey, which sent him and the Douglas into a culvert where he lay unconscious for several hours. While still in Turkey, his engine seized and he had to replace its petroleum oil with mustard oil as the only available alternative. The bio-oil worked, but the resultant fumes almost asphyxiated him.

Despite all kinds of nasty bugs out there, Robert E's only major illness was a bout of jaundice in Baghdad that kept him in the hospital, fortunately run by the Brits, for a month. While there a Kurdish chief next door was knifed by a rival warlord. In sharp contrast, once while in the middle of the desert and out of supplies, a Bedouin appears out of nowhere and offers him half his food, as was the custom, then the two played backgammon all through the night.

Robert E. made it home and toured the U.S. giving hundreds of lectures and showed his films including a stint at famous Carnegie Hall. This was the mid-'30s when such travel adventure lectures brought the public their first up-close and personal views of the outside world. It was the wonderful pre-TV age so few of us now remember and a time when people actually read books with more than 10 pages. So Robert E. wrote a great book titled *One Man Caravan* that's still with us today (available through Whitehorse Press), a definite must-read for any motorcycle traveler or anyone else for that matter.

While Robert E. tells us that this trip started as a lark, more or less, it ended up "shaping his life, his attitudes, his curiosity, his respect for other cultures and for nature, his understanding of solitude and interconnectedness."

After returning home, Robert E. got very busy. Besides his lecture tour, he eventually pumped out over 70 patented inventions, including a simulator he designed to train WWII pilots in aerial gunnery combat. He would also design, build and fly a hybrid car/airplane called the Airphibian and invent the lifesaving "Skyhook" air rescue system the CIA used to extract covert agents from behind enemy lines. As he would say, "The main thing is to see the need for something and then fill it."

Up into his 90s, Robert E. could be seen piloting his own WWII P-51 Mustang. During a 2000 CNN interview, when asked if he would do anything differently, Robert E. replied, "I don't know, I think I'd just do more of the same kind of thing. I love to create things, and I love to appreciate the beauty and wonder of life."

On May 7, 2004, Robert E. Fulton, three weeks after his 95th birthday, passed away quietly at his home in Connecticut. What he left behind was nothing less than a spectacular legacy of adventure and invention.

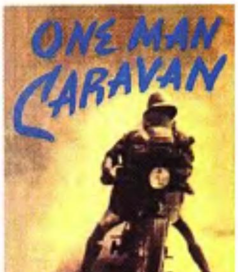
—*Paul Garson*

A Wing and a Prayer: the Airphibian

Unveiled in 1946 the Airphibian cruised on the road at around 50 mph then soared through the air at 110 reaching an altitude of 12,000 feet and 25 mpg no less. Robert E. flew it 100,000 air miles taking his kids along, but never obtained the financial backing he needed to make it a commercial success. You'll find one in Washington D.C. at the Smithsonian National Air and Space Museum.

The Douglas Motorcycle 1907-1957

The Douglas company was founded by blacksmiths, three brothers William, Arthur and Edward in Bristol England. They produced a sturdy line of horizontally opposed and transverse twin cylinder machines in 350, 500 and 600cc displacements. They also came out with the first disk brake and even King George bought one which gave Douglas some clout. By 1957 the Russkies had launched Sputnik and the world was spinning in a whole new direction and the last Douglas rolled out of the factory signaling the end of Douglas' 50 years in the saddle. Well done, Douglas.



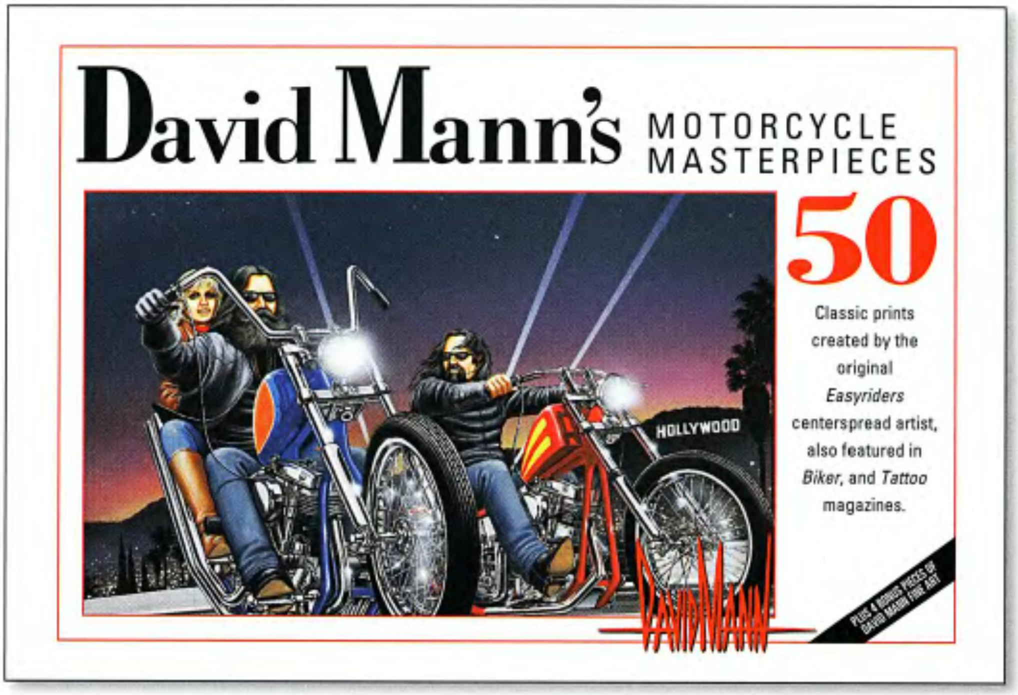
The Book and the Movie

One Man Caravan, written in 1937, tells the tale of Robert E. Fulton's epic trek in his own words. Still in print via Whitehorse Press.

Robert E. also narrates the documentary film *Twice Upon A Caravan* based on his original black-and-white movie film. See a world no longer with us. The film is available for $29.95 from:

Green Mountain Post Films
413-863-4754
email: info@gmpfilms.com

A Legend Lives Forever...



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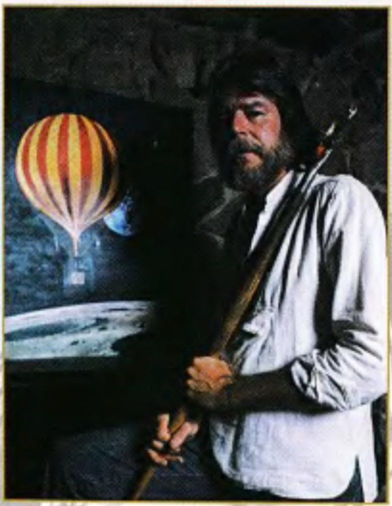

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DAYTONA 2005 FIELD GUIDE

Like migrating birds, we spread our proverbial wings each and every year to head down to one of our favorite nesting areas. According to recent research, more than 1/3 of the world's bikers migrate. Migration is an instinct triggered by seasonal changes in weather and lack of riding possibilities.

What causes the urge to migrate? Changes in the angle and amount of light rays may trigger migration. Low pressure areas trigger a southward migration. High pressure encourages movement to the north. A lack of available hardbellies in a particular area may also send bikers toward areas where those supplies are more readily available.

Bikers migrate during the day or night. Daytime, or diurnal, migrators navigate by sight and have few predators. Nocturnal bikers migrate in the safety of darkness. Their daylight hours are spent searching for food and beer and resting for the next leg of their trip.

The ability of bikers to migrate great distances and return to the same general area year after year is a subject which has fascinated people for decades. Diurnal migrators ride along broad routes established by physical features such as smooth roads, gas stations, diners and motels. The position of the stars and moon and the Earth's magnetic field may be used by some nocturnal migrators, but most seem to rely on the availability of good maps.

Bikers encounter many hazards during their migration, such as storms, which can be fatal during migration. Once they have arrived safely at their chosen destination, in this case Daytona, Florida, they tend to socialize uninhibitedly and seek to find temporary mating partners. Those who are successful in finding such a partner oftentimes will have no place to go to once they have returned to their point of origin.

For the most part, however, gathering places like Daytona give the biker and his female counterparts ample opportunity to sample, test and enjoy the company of likeminded individuals.

In summary, it can be said that this field guide finds annual migration of bikers to Daytona Beach to be a welcome sight for the ecological and economical sore eyes of those who permanently reside at the location and try to do business there, as biker droppings have been found to contain vast amounts of cash, one of the most powerful fertilizing agents for local economies.

—Professor Tripper

Daily Events

As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official Web site www.officialbikeweek.com. E-mail address: info@daytonachamber.com

March 4 – March 13, 2005

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Official Bike Week Welcome Center sponsored by the Motorcycle Safety Foundation – Free literature on area events – Free blood pressure checks, First Aid and Valvoline display; official motor oil of bike week – Pick up the Official Pocket Guide and 2005 Bike Week Poster – 9 a.m. - 6 p.m. – Riverfront Park – Beach Street – 386-255-0981.

Daytona International Speedway – Daytona 200 Week – Ticket info 386-253-7223; www.daytonaintlspeedway.com

Thunder Gulch – Live entertainment, contests, prizes, giveaways, food and vendors, "Winn Thrills" motorcycle thrill show on the high wire – 2129 N. U.S. Hwy. 1, 2 miles from Bunnell – 800-714-8388

Adam's Mark Resort – "Official Hotel of Bike Week" – Live entertainment from 4 p.m. - 8 p.m. and 9 p.m. - 2 a.m. – 100 N. Atlantic Ave., Daytona Beach – 386-254-8200

AMI Campus – Open house and tours – 8 a.m. - 5 p.m. – 3042 W. International Speedway Blvd. (I-95 & US 92) – Daytona Beach – 386-255-0295

Arlen Ness Custom Motorcycles – Outside vendors, all motorcycle related products, T-shirts, trailer sales, sunglasses, custom bikes and choppers, custom wheels and much more – 420 N. Beach St., Daytona Beach – 386-271-1981

Bank & Blues Club – Headlining the best in rockabilly – Daily contest 3:30 p.m. – Mezzanine-style historic bank building – 701 Main St., Daytona Beach – 386-257-9272

Biking On The Boulevard – Live entertainment, vendors, BBQ, bike shows – Bethune Boulevard, Historic District, Daytona Beach – 386-253-1067

Barney's Leather – Vending, food, beer, music and T-Shirts – 438 N Beach St., 386-677-7674

Bikers in the Park – "Stocking Park" behind Friction Clubhouse – Vendors, camper parking, motorcycle parking – Food and music – 386-255-7040

Bikers Paradise at New Smyrna Speedway – Concerts, Vietnam Wall, demolition cars and motorcycles – Helicopter show, high wire stunt show – fun and games – Camping across the street – 11a.m.-11 p.m. – Rt. 44 & 415 – 386-763-1302; www.bikersparadise.com

Biking On The Boulevard – Live entertainment, vendors, BBQ, bike shows – Bethune Boulevard, Historic District, Daytona Beach – 386- 253-1067

Boot Hill Saloon – Live music daily – Chainsaw ice sculptures by Ice Mon – Food, beer garden and contests – 310 Main Street, Daytona Beach – 386-257-2007 or www.boothillsaloon.com

Broken Spoke Saloon – Great drinks, beer specials daily, full liquor bar, giveaways daily, contests nightly – Free bike parking – Live music – 1151 N. U.S. Hwy 1, Ormond Beach – 386-673-1040

Carl's Speed Shop – Harley Performance Center – Dyno Jet Power Commander II – Product seminars daily – Visit our showroom and real performance shop with the best manufacturers in the motorcycle industry – 9 a.m.-7 p.m. – 390 N. Beach St., Daytona Beach – 386-258-3777

Cheyenne Saloon – Where good friends meet and eat – Outback Bar – BBQ ribs and smoked turkey legs – Games and contests – Breakfast buffet every day 7 a.m.-11a.m. – Live bands – Music all day – East Palatka – 386-328-9216; www.cheyennesaloon.com

Christian Riders Ministry – Free band nightly, coffee, water, and lemonade – Ordained ministers who can perform Christian marriages – Tent facing cemetery on Main St. and Peninsula

Conklin Centers for the Blind – Motorcycle raffle – 1948 restored Indian M/C – Ticket booths located at Iron Horse Saloon, Wise Guys Watering Hole – 386-258-3441

Daytona Harley-Davidson – Outside vendors – All motorcycle related products, clothing, leather goods, chrome and much more – 8 a.m.-8 p.m. – 290 N. Beach St., Daytona Beach – 386-253-2453

Dirty Harry's – Three hot bands daily – Contests at 2 p.m., 5 p.m., and 7 p.m. – Non-stop entertainment at this open air venue – Bobby Friss and band take the stage at 9:30 p.m. nightly – 705 Main Street, Daytona Beach – 386-252-9877

Dockside Restaurant & Marina – Live entertainment daily – Full menu – seafood and steaks – Contests and giveaways – Indoor and outdoor bar on the water – Look for the balloon under Rt. 100 Bridge, Flagler Beach – 386-439-4295

Down The Hatch – An authentic Florida Seafood Restaurant – Live Music – Outdoor deck – Scenic view – Open 8 a.m.-10 p.m. – Front St., Ponce Inlet – 386-761-4831

Easyriders Daytona Pavilion – Come meet the master builders – Over 30 manufacturers – Food and drinks – Riverfront Park, downtown Daytona Beach

First Turn Lounge & Steakhouse – Featuring Rick Hilliard & The Charlie Allen Band – Fresh smoked North Carolina BBQ – Free secure bike parking – Free beer hour – Tiki Bar, horseshoe pits, Rolling Thunder dyno, daily contests, exhibits and displays – 5236 U.S. 1, Port Orange – 386-788-5434

Froggy's Saloon – Music day and night – Food, souvenirs and more – 7 a.m.-3 p.m. – 800 Main Street, Daytona Beach – 386-254-8808; www.froggyssaloon.us

Full Moon Saloon – Home of the $2 Bloody Mary's, featuring Big Mike Griffin and his Nashville band nightly. No cover charge in this rustic rock 'n' roll barn overlooking the Camel Roadhouse – 705 Main Street, Daytona Beach

Gilly's Pub 44 – Bike Week Kick Off Party – Live bands noon-2a.m. – Vendors, food and drink, Miss Bike Week semi-finals, contests, prizes and giveaways – Wall of Death – 1889 SR 44, New Smyrna Beach – 386-428-6523 – www.pub44.com

14th annual Gold Wing Getaway hosted by Chapter FL1-H – Sponsored by GWRRA Region A and Florida District – Vendor Expo and GWRRA public relations booth – Free admission – 9 a.m.-6 p.m. – New Smyrna Beach Airport – 386-426-5418 or 386-677-1786.

Highlander Outpost & Goods – Outdoor bars and party deck, live music, cold beer, full liquor, great food, gift shop, ice cream parlor – Vendors, Boss Hoss, hot leathers, jewelry, airbrush

artist – Free bike wash – Camel Tent – 1821 S. Ridgewood Ave., South Daytona – 386-322-8829

Inlet Harbor Marina & Restaurant – Live music daily, fresh local seafood, steaks, cold beer and tropical drinks – Party on the areas largest torch lit deck – South on A1A to 133 Inlet Harbor Rd., Ponce Inlet – 386-767-5590

Iron Horse Saloon – Food, vendors, Wall of Death, burn out pit – Live entertainment nightly – Open 8:30 a.m.-3 a.m. – 1068 N. U.S. 1, Ormond Beach – 386-677-1550

Jackson Hole Saloon – Party of the millennium, crazy bike, bike repair, live music, steak dinners, turkey legs, full liquor, clean restrooms, free parking, bonfire, special bike nights, antique shows, prizes and more – 10 a.m.-2 a.m. – 1081 N. U.S.1, Ormond Beach – 386-673-6996; www.jacksonholesaloon.com

JB's Fish Camp – Rustic dining on the river, Key West style sunsets, airboat rides, eco tours, full bar – Over 20 years of "where the fun is" – Live rock or blues nightly – A1A South, Beachside, New Smyrna Beach – 386-427-5747

Main Street Pier – Dine over the ocean, shrimp baskets, cold beer, daily drink specials – Space Needle Observation tower 180' for a view down Main Street – Ride Sky Lift out over the waves and back – 386-253-1212

Ocean Deck Restaurant & Beach Club – Reggae Beach Bash 2003 – The only party right on the beach with a beach beer garden and live music stage – 127 S. Ocean Ave, Daytona Beach – 386-253-5224

No Name Saloon – 3 bands daily, contests with cash prizes and $1 breakfast everyday from 9 a.m.-11 a.m. – 2001 S. Ridgewood Ave., Edgewater – 386-428-9229

Ocean Deck Restaurant & Beach Club – Reggae Beach Bash with oceanfront "Sand Bar" – The only party right on the beach with live music – Breakfast 9 a.m. – Meet the Penthouse Pet of the Year for lunch 11 a.m.-1 p.m. – Full menu, dinner 'till 2 a.m. – 127 S. Ocean Ave, Daytona Beach – 386-253-5224

Riverfront Park – Dozens of vendors, Easyriders' Pavilion, Camel Roadhouse Tour, food court and live entertainment – (across from Daytona Harley-Davidson) Daily 9 a.m.-8 p.m.

Smiley's Tap – World famous $7 Bar-B-Q buffet – Music, outside beer garden, vendors, awesome food, nightly bon fires – 11 a.m.-2 a.m. – 1161 N. U.S. 1, Ormond Beach – 386-677-9609

Sunshine Park Vendor Expo – Free admission – 2400 S. Ridgewood Ave., South Daytona Beach – 386-677-6749

Traders Beach Club – Live music nightly with Hey Eddie Band – Contests with cash prizes – No cover charge – Open 7:30 p.m.-2 a.m. – 317 Flagler Ave., New Smyrna Beach – 386-428-9141

Wiseguys Watering Hole – Welcome to the new guys on the strip – Great entertainment, great food and fun – Best view in town of Main Street – Free vacation given away daily, must be present to win – 415 Main Street – 386-253-8251; www.wiseguys.com

The Wreck Riverfront Bar & Grill – Located directly on the river – Covered deck dining – Great food and drinks – Open daily 11 a.m. – 510 Main Street – 386-226-3000

Volusia County Fairgrounds Swap Meet – 9 a.m.-8 p.m. – Parts from around the world with biker games and more – DeLand – 386-252-3101

Event Calendar – March 6

Smiley's Tap – 30th Annual Pig Roast – Music, outside beer garden, vendors, awesome food, nightly bon fires – 11 a.m.-2 a.m. – 1161 N. U.S. 1, Ormond Beach – 386-677-9609

March 8 - March 12

Harley-Davidson Activities – H-D and Buell Demos 9 a.m.-3 p.m. – Daytona International Speedway

Harley-Davidson Activities – 10 a.m.-5 p.m. – Indoor show, traveling museum – The Harley Store – Willie G. T-shirt sales – H.O.G. & Co. – 2005 Ford Harley-Davison Super Duty display – Free bike wash 10 a.m.-4 p.m. – Ocean Center Arena – 386-254-4500

March 9

18th Annual Mystery Alligator Gypsy Road Tour – Registration 8 a.m. – Ride starts 9 a.m. sharp – $25 includes lunch and attraction – Bikes leave Daytona 200 M/C Clubhouse – Corner of Fire Tower Rd. & U.S. 92 – 1 mile east of 1-4 overpass – 386-789-9426

March 9

Cabbage Patch – Coleslaw wrestling – 12 noon – Samsula – 386-428-5459

Harley-Davidson Activities – Ride-in show registration 8 a.m.-11 a.m. – Ride-in show judging 11 a.m.-3:30 p.m. – Awards 4 p.m. – Ocean Center East Side – 386-254-4500

March 9 - March 11

J. Wood & Co. 18th Annual Antique and Classic Motorcycle Auction, Swap Meet and Trade Show – Auction at 1 p.m. – Edmunds Center, Stetson University, DeLand – 352-795-8895

March 10

24th Annual Bike Bash – Gilly's Pub 44 – Outdoor concert – Five great bands including Burnt River Band, Bounty Hunter and more - Real food and drinks – Vendors – Wall of Death – 1889 SR44, New Smyrna Beach – 386-428-6523; www.pub44.com

March 11

Boardwalk Merchants 14th Annual Boardwalk Classic Ride-In Bike Show – Registration 8 a.m.-11 a.m. Show begins at 11 a.m. – Awards 4 p.m. – Cash prizes and trophies – Enter Boardwalk from corner of Main St. & Ocean Ave. – 386- 253-0254

Harley-Davidson Activities – MDA Auction and bike raffle – 2 p.m. – Ocean Center Arena – 386- 254-4500

JB's Fish Camp – 12th Annual Clambake and Seafood Festival – 11:30 a.m. – Soggy Dollar Band 6 p.m.-10 p.m. – A1A Beachside, New Smyrna Beach – 386- 427-5747

March 12

Boardwalk Chopper and Custom Bike Show – Registration 8 a.m.-11 a.m. – Show at 11 a.m. – Awards 4 p.m. – Cash prizes and trophies – Enter Boardwalk from corner of Main St. & Ocean Ave. – 386- 253-0254

Daytona Beach Community Foundation Official Custom Motorcycle Drawing at approx. 1:00 p.m. at the Bandshell behind Adam's Mark Resort – 386-255-0981

Daytona International Speedway – 64th Daytona 200 By Arai – Most prestigious racing in America – The Pro Honda Oils U.S. Supersport Championship race and the BMW BoxerCup will get things warmed up before the Daytona 200 By Arai goes green. Ticket Info 386-253-7223; www.daytonaintlspeedway.com

33rd Annual Rat's Hole Custom Bike Show – Peabody Auditorium – All contestants line up next to curb on Wild Olive between 7:30 and 8:30 a.m. – Judging 10:00 a.m. – 600 Auditorium Blvd. – 386- 454-3496

March 13

Blessing of the Bikes – St. Paul's Catholic Church after Sunday services – 300 Block, U.S. 1 North, Daytona Beach – 386-252-5422

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17,
DeLeon Springs
Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc. – 386-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1),
South Daytona
386-756-0448

Boot Hill Saloon
310 Main Street,
Daytona Beach
There is something happening in this place each and every day. Check daily events schedule for more info.
386-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
Strippers; barbecue in the back
386-427-0364

Cabbage Patch
Coleslaw wrestling,
12 noon – Samsula
386-427-8969

Cheyenne Saloon
Hwy 17 S. East Palatka, 2 miles South of the Bridge
386-328-9216

First Turn
5236 U.S. 1, Port Orange
Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff – 386-760-378

Froggy's
800 Main St., D.B.
"The biggest party on Main Street" with lots of stuff going on night and day.
386-253-0330

Full Moon Saloon
9 S. Wild Olive, D.B.
386-257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week (see Events Calendar)
386-428-6523

Iron Horse Saloon
1068 N. U.S. 1, Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death – 386-677-1550

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach
386-673-6996

Last Resort
5812 Ridgewood Ave. (U.S. 1),
South Daytona
Daily live bands, vendors, and entertainment.
386-761-5147

Lollipops
643 N. Grandview Ave.,
Daytona Beach
This is where the master bike builders hang out
386-254-2772

Main St. Cafe/Al's Alley Pub
821 Main St., Daytona Beach
A busy place, lotsa music
386-257-2323

Molly Brown's
542 Seabreeze Blvd.,
Daytona Beach
Strippers, strippers, strippers...
386-255-5966

Pandora's Box
319 2nd Ave., Daytona Beach
Strippers and more.
386-252-9163

Ringside
116 E. Dunlawton Ave.,
South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more.
386-756-0230

Shark Lounge
730 Int'l. Speedway Dr., Daytona Beach. Strippers galore.
386-258-1230

Shingle Shack
640 N. Ridgewood, South Daytona Beach. Strippers etc.
386-252-3584

Smiley's Tap
1161 N. U.S.1, Ormond Beach
Just like last year: lotsa stuff happening.
386-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.,
New Smyrna Beach
Daily bands, 2-wheel camping, and much more
386-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S. 1), South Daytona
Drink specials, bands and contests – 386-760-2564

Willy's Motorcycle World
566 Ballough Rd.,
Collector-bikes on display
386-253-2100

Swap Meets

Spider's Swapatona Gigantic Motorcycle Swap Meet
Six acres of motorcycle arts and accessories – Daytona Flea Market, I-95 & U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway.
Daily, 10 a.m.-6 p.m.
800-262-6946

Daytona Beach Swap Meet
Volusia County Fairgrounds, DeLand
From 10 a.m.-6 p.m., Thurs.-Sun., March 9-12.
301-336-2100

Shops and Parts

All American Bike & Cafe M
695 Mason Ave,
Daytona Beach
386-257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
386-767-1993

Choppers World
618 Main St., Daytona Beach
386-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd,
Daytona Beach
386-255-0566

Claudette & Dusty's Cycles
614 Main St.,
Daytona Beach
386-254-8431

Corbin
814 Main St.,
Daytona Beach
386-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St.,
Daytona Beach
386-255-4255

Cycle Goodies
300 Ridgewood Ave,
Holly Hill
386-258-5691

Daytona Blackgold C ycles Inc.
541 Ballough Rd,
Daytona Beach
386-258-8020

Daytona Harley-Davidson
290 N Beach St.,
Daytona Beach
386-253-2453

Daytona Import-Export
1633 State Ave,
Holly Hill
386-673-1921

Daytona Indian Motorcycle
402 N. Beach Street,
Daytona Beach
386-255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
386-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
386-761-0858

Personal Cycle Service
594 Ballough Rd.,
aytona Beach
800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
386-322-5533

Robison's Sales & Service
508 W. International Speedway B,
Daytona Beach
386-255-6788

Peen's Precision Motors
420 N. Beach St.,
Daytona Beach
386-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway (U.S.1),
New Smyrna Beach
386-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave.
(U.S. 1 and Rt. 421)
Port Orange
386-760-4456

Services

Bike Week Welcome Center,
503 Main Street,
Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce.
Open daily from 10 a.m.-10 p.m. Check out their Web site:
www.officialbikeweek.com
386-255-0981

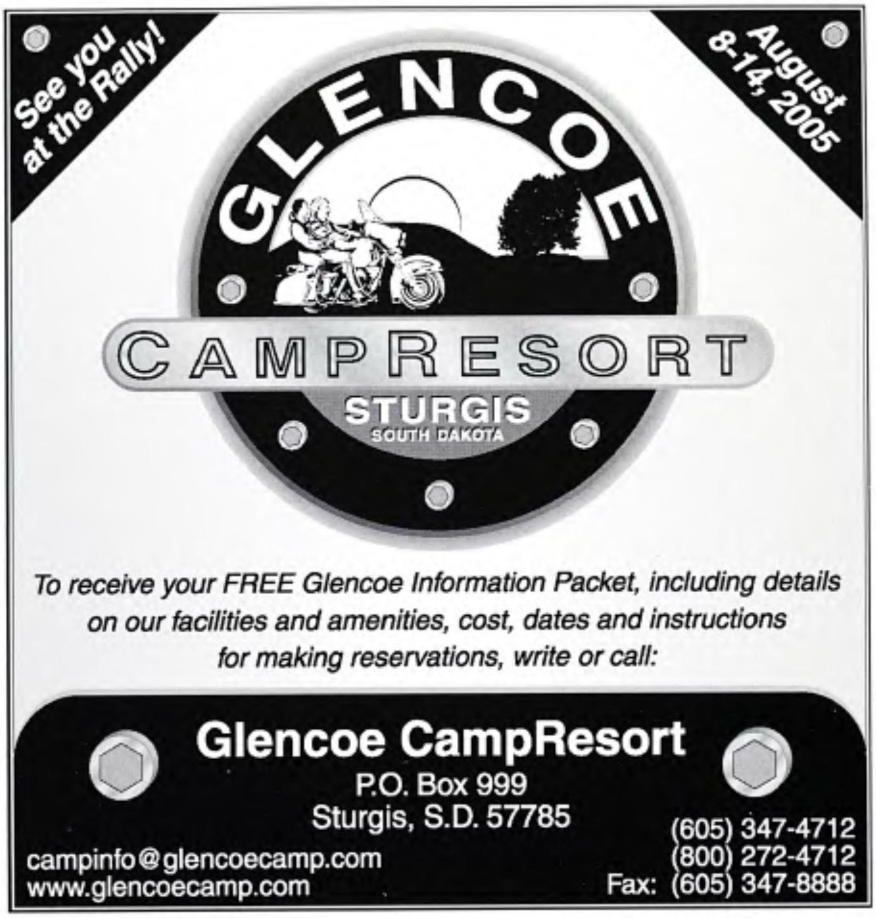
Bikers Against Manslaughter,
Ellis Groceries,
601 Main St.,
Daytona Beach.
Open daily, 24-hour free emergency breakdown and legal assistance, free membership cards.
800-4-BIKERS

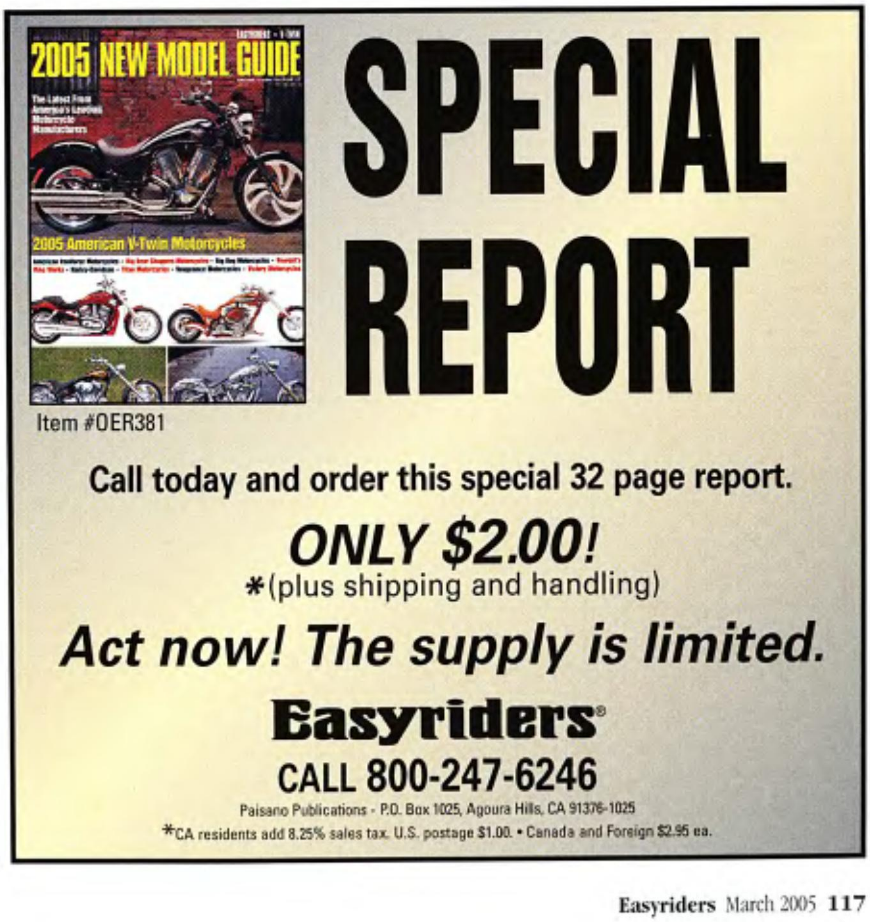
Towing/Bros Club Service
Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a break-down turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

Bike Transportation

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors
These folks specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to





the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com.

Goldrush Motorsports
They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is 704-799-2890;
their fax is 704-799-2892,
and their Web site is
www.goldrushmotorsports.com.

Amtrak
The only route Amtrak will p rovide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info call 800-USA-RAIL.

Federal Company
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call 800-747-4100, ext. 217.

Bike Rentals
There are so many bike rentals out there these days it's impossible to list them all. Here's only a smattering of rental places. If you don't like these, find your own by surfing the Net. You'll be overwhelmed.

Harley-Davidson
Yes, the Company rents Harleys, too. They have 20 outlets in Florida alone, with Daytona H-D being the closest on to the action, of course. However, if they're all out of bikes by the time you call 'em, surf on over to
www.harley-davidson.com
to see where else you can pick up your tool of mischief.

2Wheel Adventures
They're an independent motorcycle travel agent for several rental and tour companies worldwide. They say they don't own the bikes, but they'll try to get you on the one you're looking for. Call 'em at 866-990-RENT or find 'em at www.quantrill.com.

Budget Harley Davidson Rentals
3901 Northwest 28th Street,
Miami, FL 305-871-1040

Exclusive Motorcycle Escort Services Inc.
4615 Northwest 22nd Avenue,
Miami, FL 33142
305-637-7555

Phantom Motorcycles
Miami, FL 33107
305-638-0606

SOBE Scooter Rental Inc.
300 23rd Street,
Miami, FL 33139
305-604-9826

Campgrounds

ABATE of Florida Inc. Campground
Includes RV sites, hot showers, beverages, food, vendors, 24 hour security, no hook-ups – Volusia County Fairgrounds – 386-943-9610

Bulow World Famous RV Resort/Campground
Food and beverage – Contests – Live bands – Flagler Beach, PO Box 1328 – 800-RV BULOW

"Cackleberry's Lot Next Door" Cabbage Patch – Plenty of entertainment, food, games, and beverages – RV and tent camping available – vendor space available – West on International Speedway Blvd., south on Tomoka Farms Rd. 415 eight miles – 386-428-5459

Crazy Horse Campground
Daytona's largest campground catering to bikers – 90 acres of clean, level camping – Hot showers. Mailing address: 910 South Beach Street, Daytona Beach, Fl 32114 – Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124 – 888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd.,
Daytona Beach, FL 321199-1220 – 386-761-2663

Flea & Farmers Market Camping
Tent sites and RV sites – hot showers, RV water fill-up, no full hook ups – 2987 Bellevue Ave., Daytona Beach – 386- 253-3330 ext. 14

Jackson Hole Campground
4 miles from U.S.1 strip – primitive camping is available – Call Sandy for reservations and directions – 386-673-0617

KOA Kampground
Bikers Welcome – Breakfast restaurant, hot showers, good rates – I-4 exit 54, DeLand/ Orange City – 386-775-3996

Moonshine Campground
Primitive camping, no hook ups, clean restrooms and showers, food, cold beer, tees – $11 per person per day – 24 hour security – 1725 N. U.S. Hwy. 1, Ormond Beach
386-677-1550

Motorcycles Only Camping

Daytona 200 M/C Clubhouse,
1 mile west of I-4 on Hwy. 92, Daytona Beach – Clean rest rooms, showers, food available – Camping by donation – 386-672-3927 – Contact Frank Whitacker

New Smyrna Speedway Campground
386-527-6010

Nova Family Campground
Home-style atmosphere, secure park – 1190 Herbert St., Port Orange – 386-767-0095, fax 386-757-1666 – Contact Lisa

Orange Isle Campground
3520 South Nova Rd.,
Port Orange FL 32127
– 386-767-9170

Primitive Camping
1000 feet from Daytona Harley-Davidson – 312-360 Mary McLeod Bethune Blvd. – Daytime 386-252-5338, Evening 386-255-3019

Spider's Cycle City
Bike Week Campground – Hot Showers – Volusia Speedway Park – On Rt. 40, 15 Miles West of I-95 – 888-438-2729

Sunshine Holiday Camper Resort
1701 North U.S. 1, Ormond Beach, FL 32174 – 904-672-3045 – Contact Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail next door to the Cabbage Patch – Samsula – 386-428-5459 – Contact Frank Luznar III –
www.daytonachamber.com/lotnext

Thunder Gulch Campground Biker Blast 2004 – Live entertainment, contests, prizes, giveaways, food, beverage and vendors, Winn Thrills Motorcycle Thrill Show – Dome of Death – 2129 N. U.S. Hwy. 1, One mile North of Bunnell – 800-714-8388

No-Tell-Hotels and Motels

A1A Daytona Beach Condos
3716 South Atlantic Ave.,
Daytona Beach Shores,
FL 32118
866-688-6688

Acapulco Inn
2505 S Atlantic Ave.,
Daytona Beach, FL 32118-5502
386-761-2210

Adam's Mark
Daytona Beach Resort
100 N Atlantic Ave.,
Daytona Beach, FL 32118-4273
386-254-8200

Aladdin Inn
2323 S Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5345
386-255-0476

All Season Condominium Rentals
913 Whippoorwill Dr.,
Port Orange, Fl 32119
386-316-1143

Atlantic Ocean Palm Inn
3247 South Atlantic Ave.,
Daytona Beach Shores,
Fl 32118
386-761-8450

Bahama House
2001 S Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5007
386-248-2001

Beachcomber Oceanfront Inn
2000 N Atlantic Ave.,
Daytona Beach,
FL 32118-3399
386-252-8513

Beachside Ocean Inn
357 S Atlantic Ave.,
Daytona Beach, Fl 32118
386-253-0571

Beacon by the Sea
1803 S Atlantic Ave.,
Daytona Beach, FL 32118-5003
386-255-3619

Best Western Aku Tiki Inn
2225 S Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5319
386-252-9631

Best Western LaPlaya Resort
2500 N Atlantic Ave.,
Daytona Beach, FL 32118-3298
386-672-0990;
www.surfsideresorts.com

Best Western Mayan Inn
Beachfront
103 S Ocean Ave.,
Daytona Beach, FL 32118-4321
386-252-0584

Cabana Cottages
2501 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118
800-293-0653

Capri Motel
832 N Atlantic Ave.,
Daytona Beach, FL 32118-3716
386-252-2555

Captain's Quarters Inn
3711 S Atlantic Ave.,
Daytona Beach, FL 32127-5201
386-767-3119

Casa Del Mar Beach Resort
621 S Atlantic Ave.,
Ormond Beach, FL 32176-7715
386-672-4550

Castaway Beach Resort
2043 S. Atlantic Ave.,
Daytona Beach Shores,
Fl 32118
386-254-8480

Comfort Inn
507 S Atlantic Ave.,
Ormond Beach, Fl 32176
386-677-8550

Condos Daytona Beach Special Events
374 S Atlantic Ave, Ormond Beach Fl. 32176.
386-673-9797

Coquina Inn
544 S. Palmetto Ave.,
Daytona Beach, FL 32114-4924
386-254-4969

Coral Beach Motel
711 S Atlantic Ave.,
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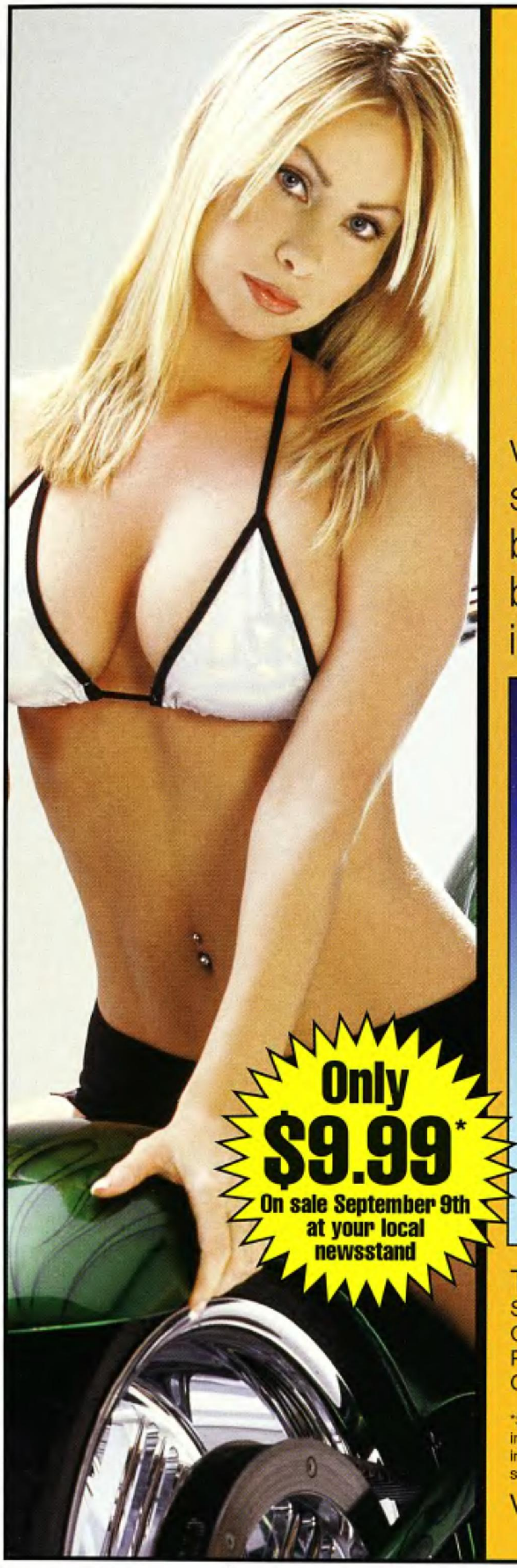

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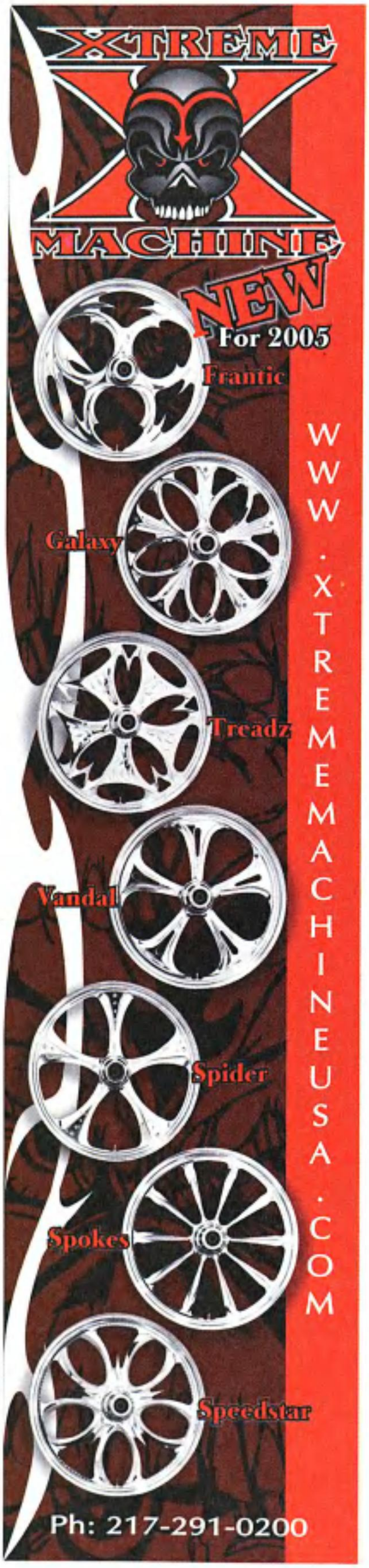
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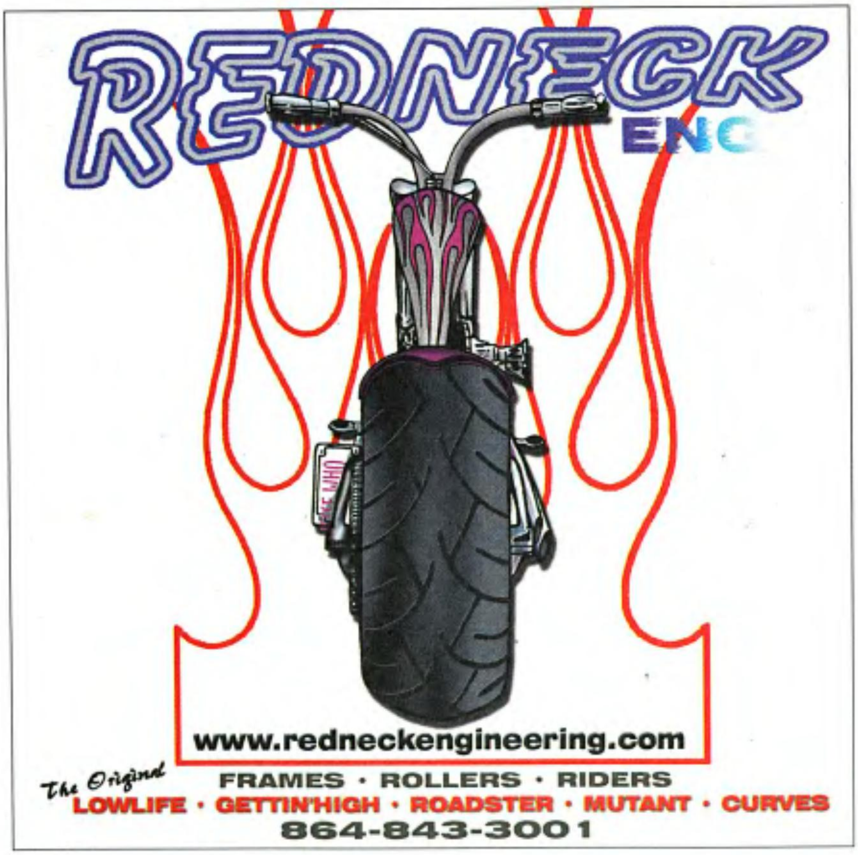
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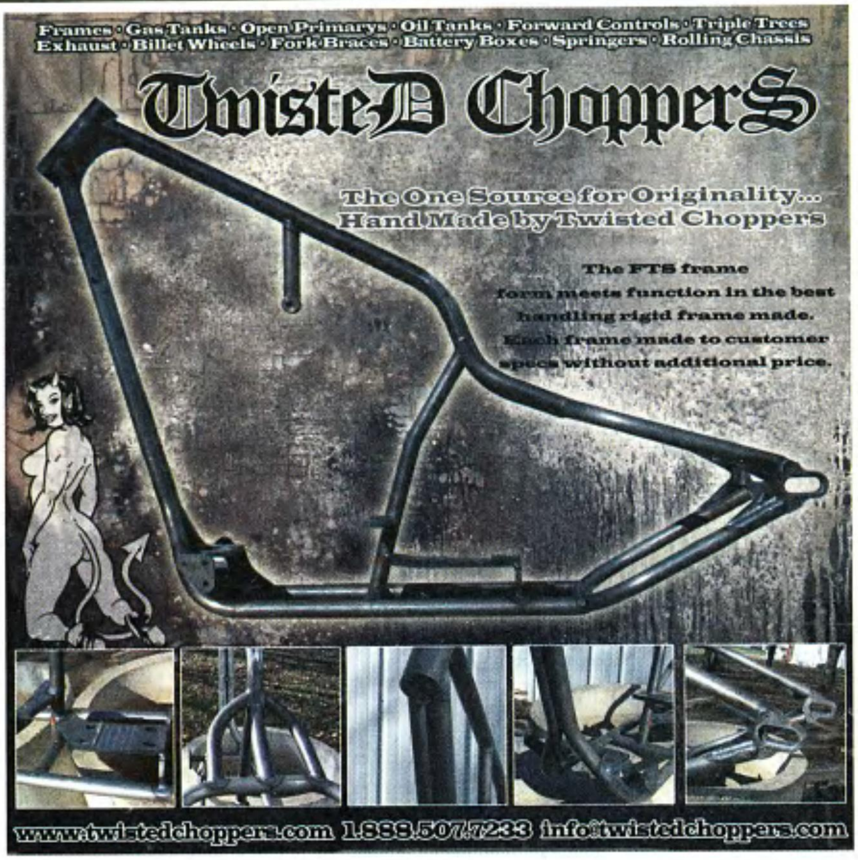
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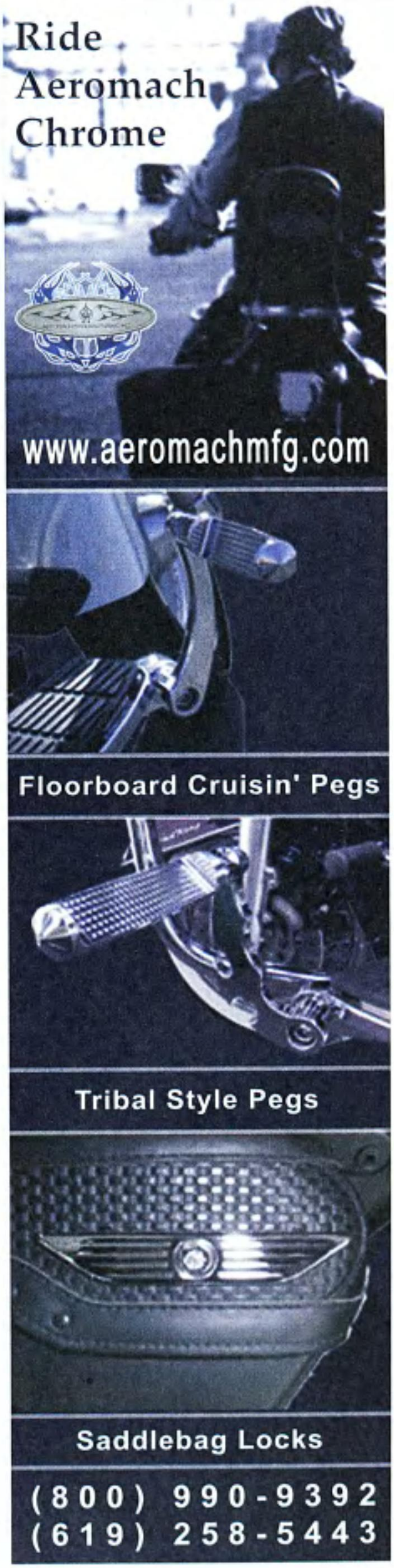
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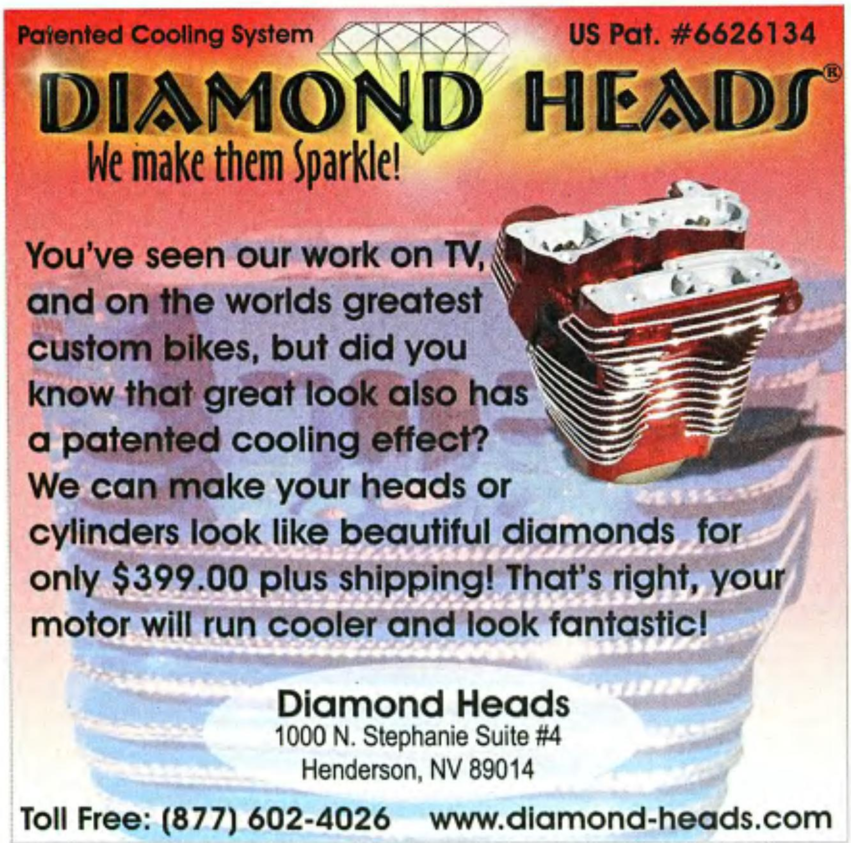
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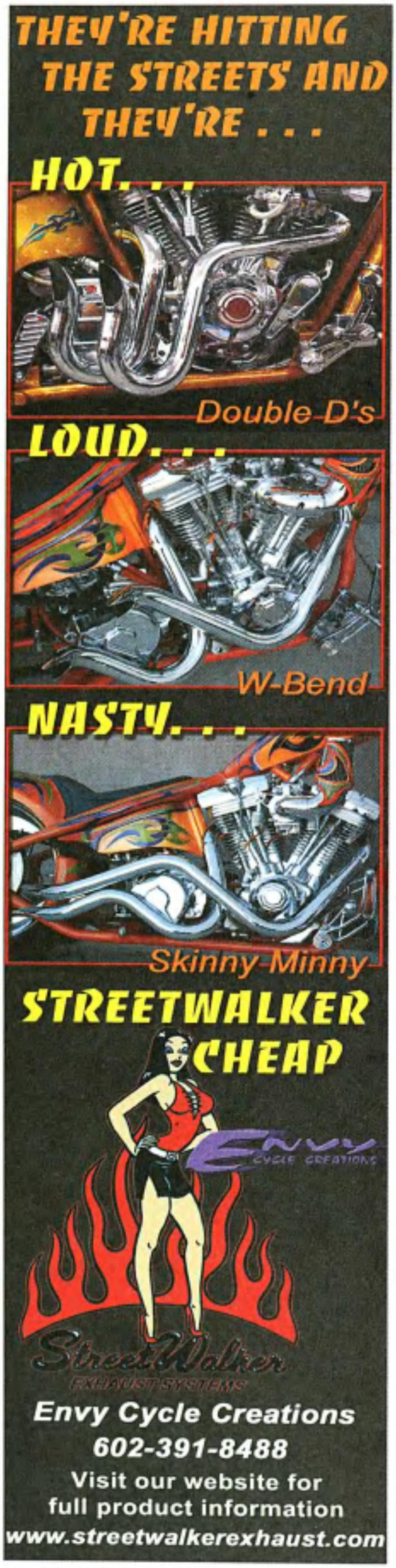
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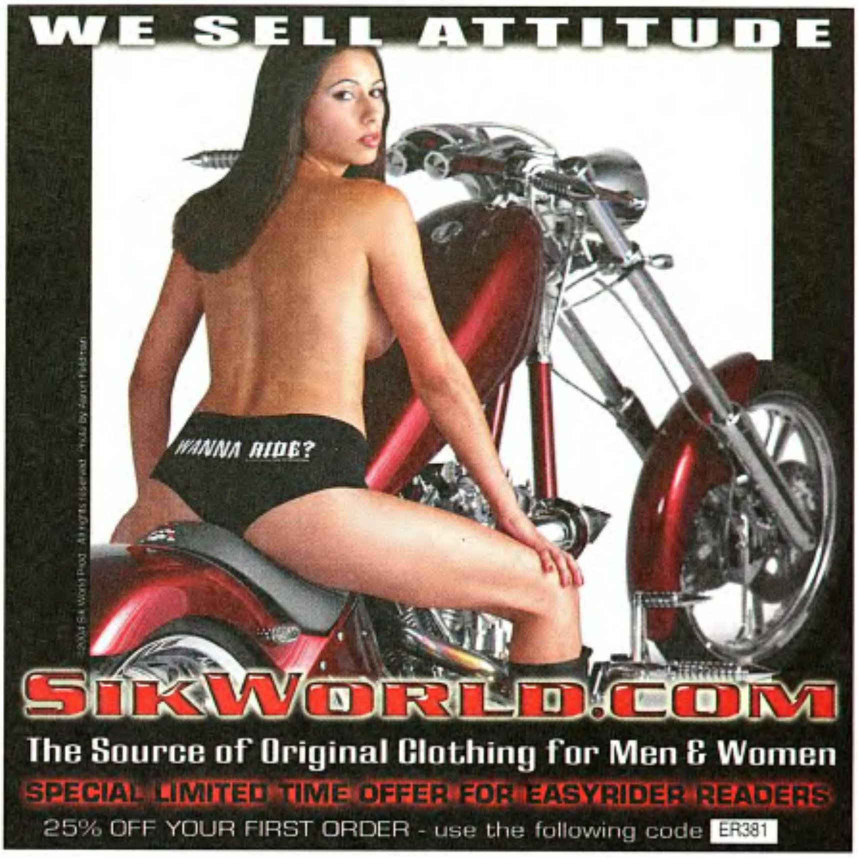
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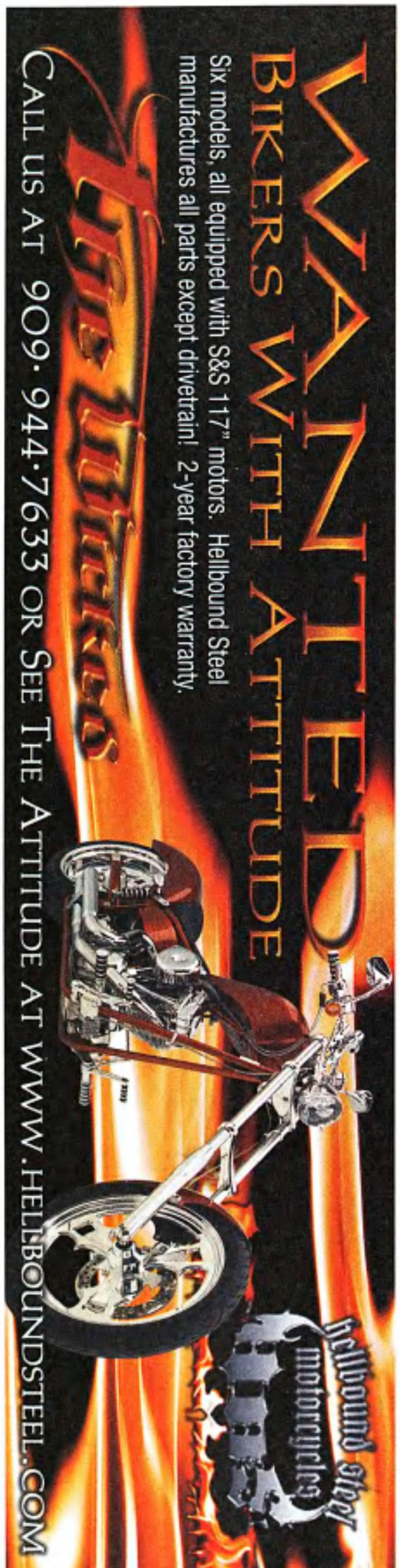
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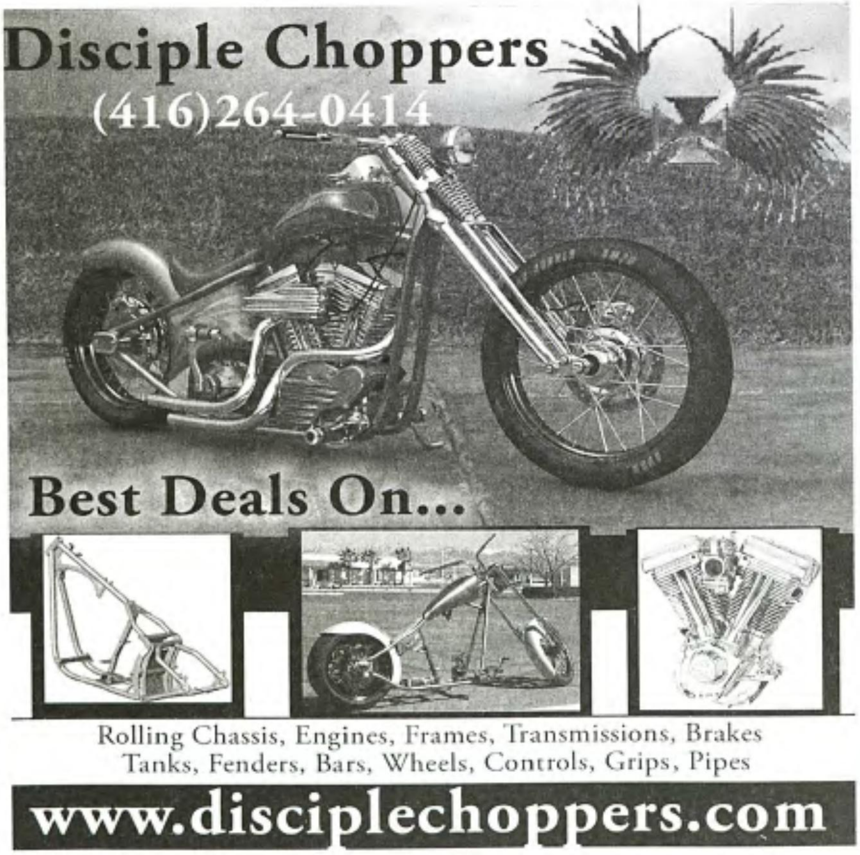
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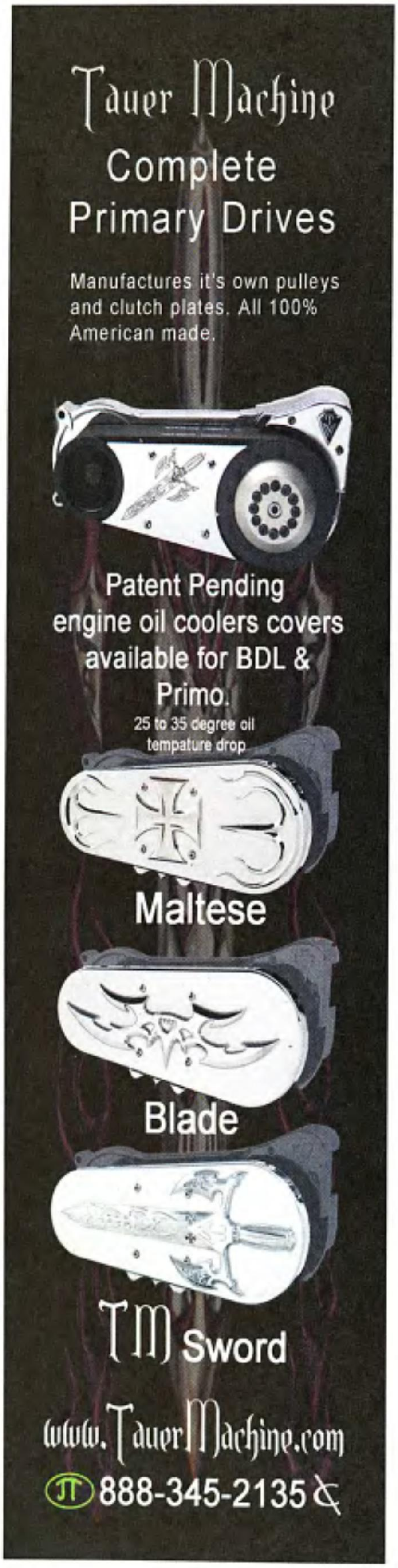
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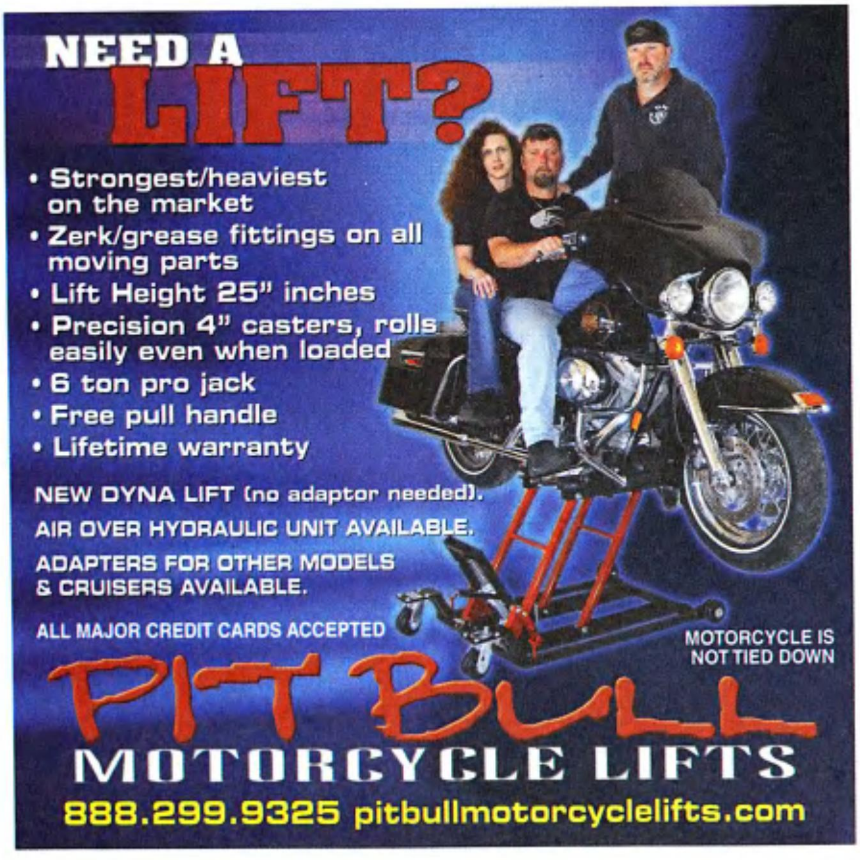
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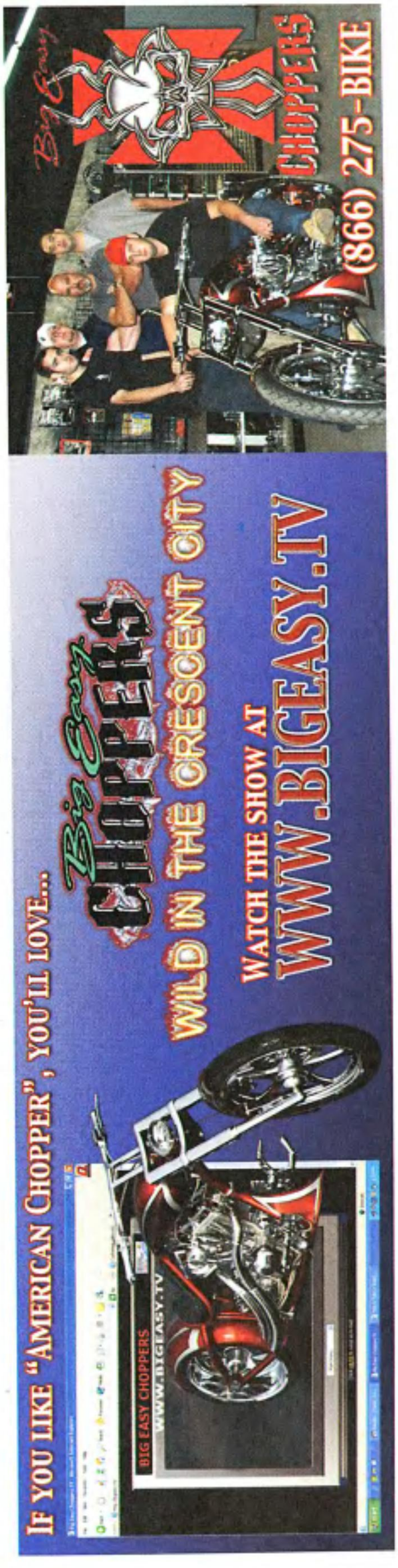
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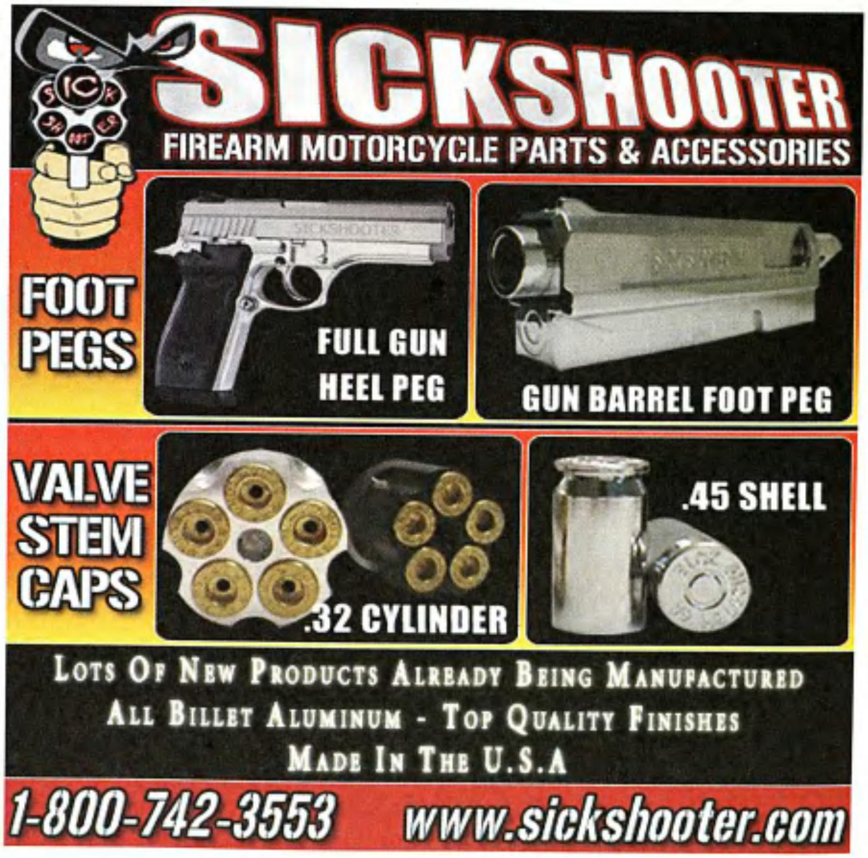

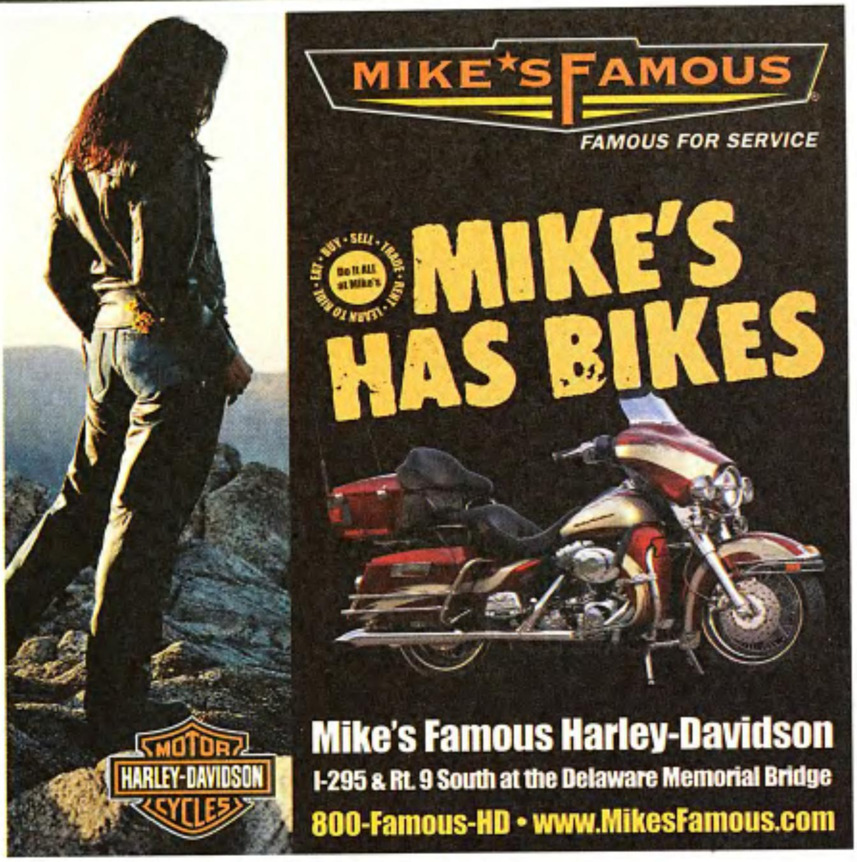
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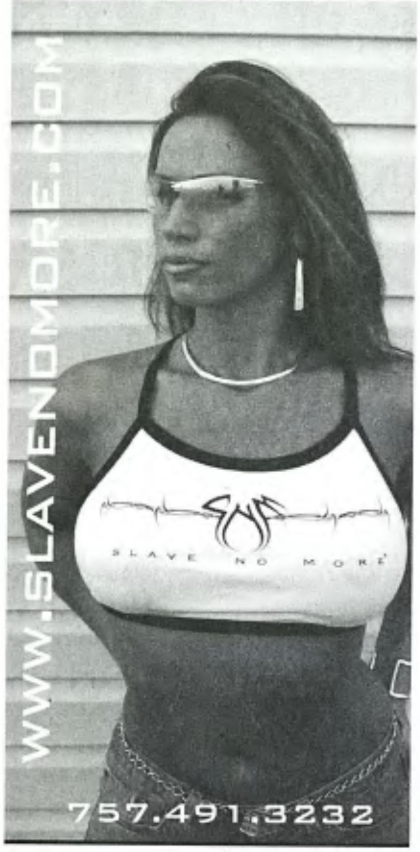

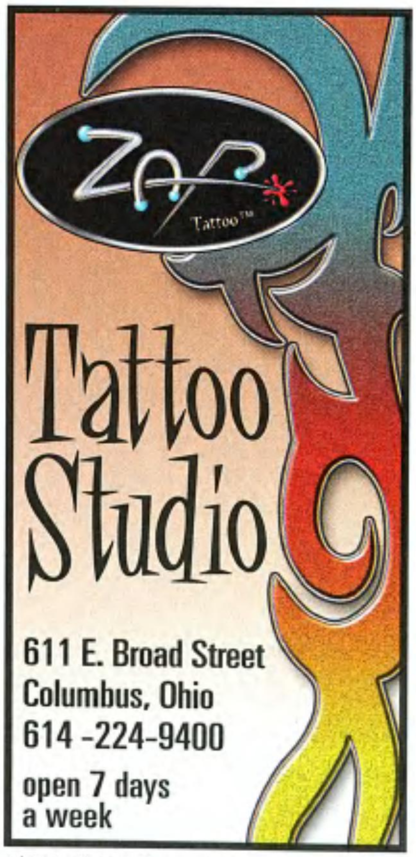

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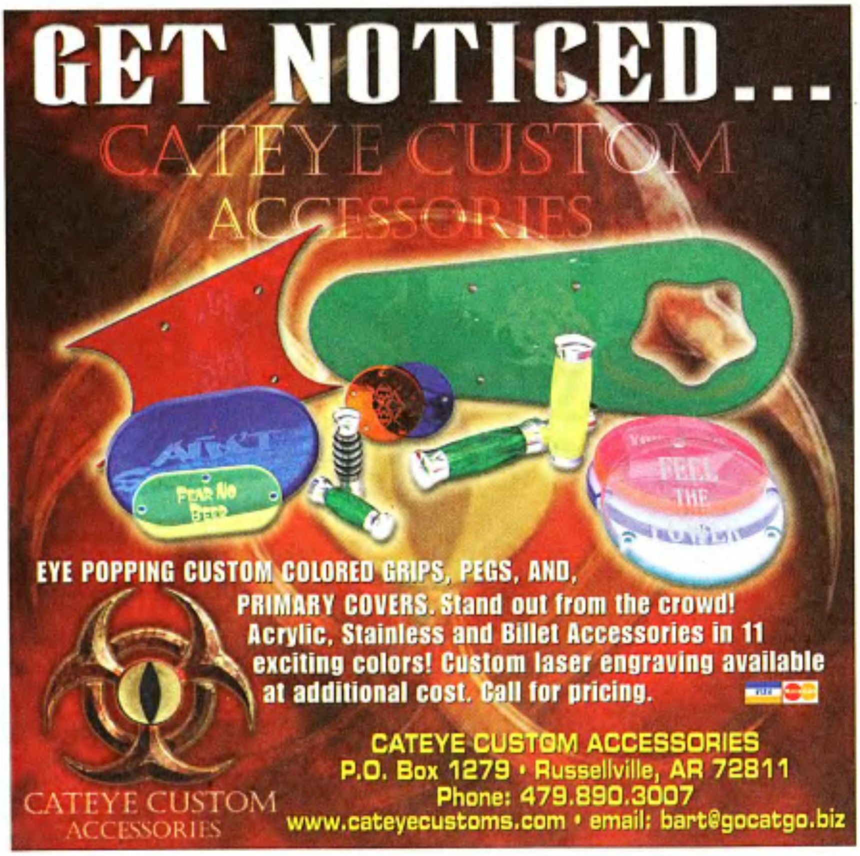
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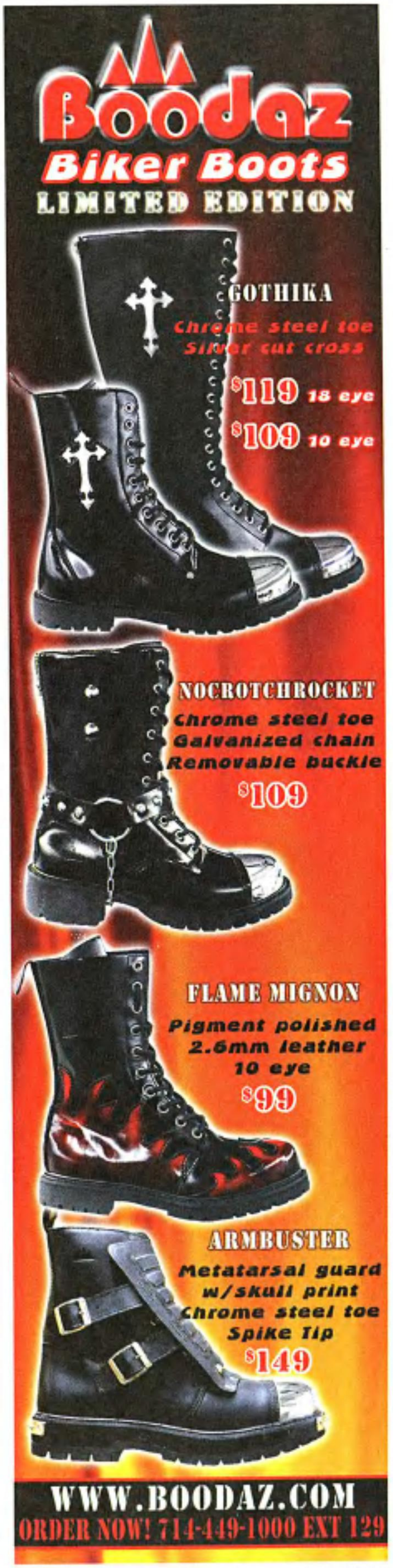
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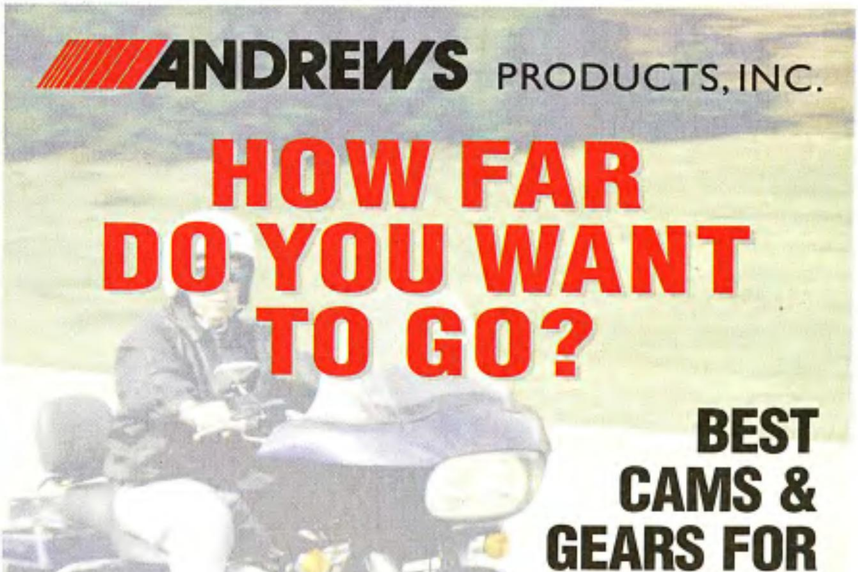
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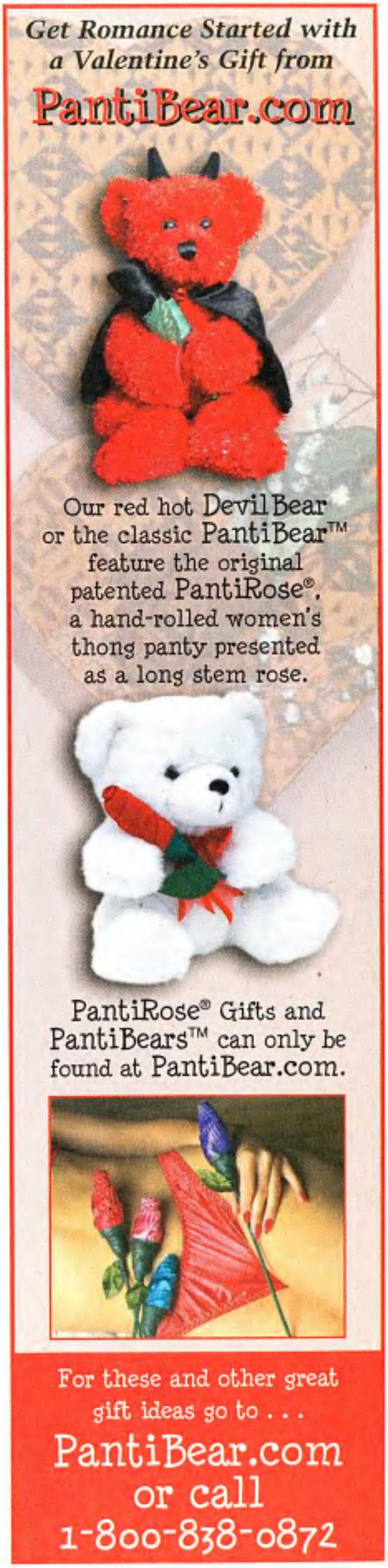
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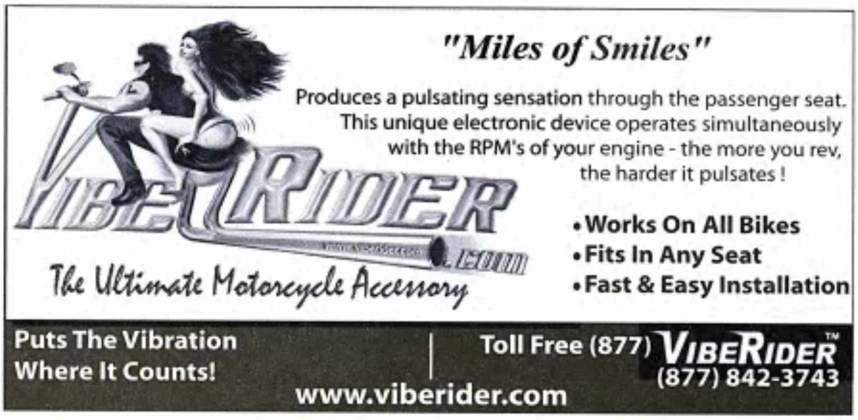
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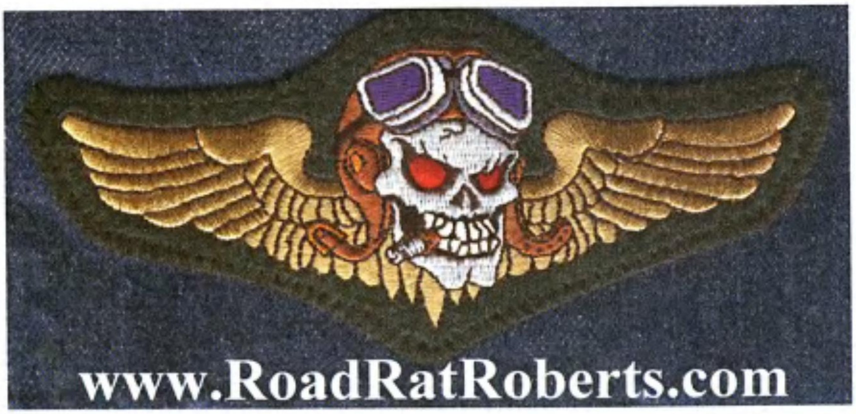
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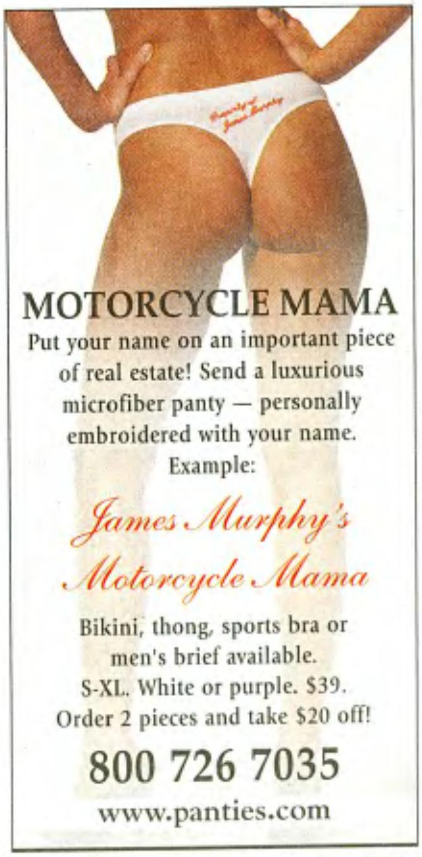
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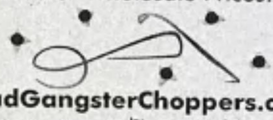

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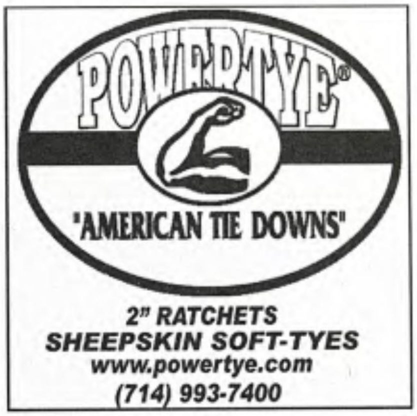
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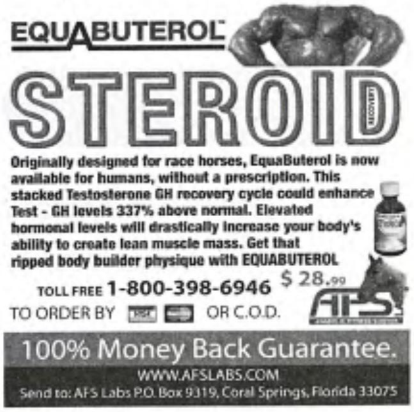
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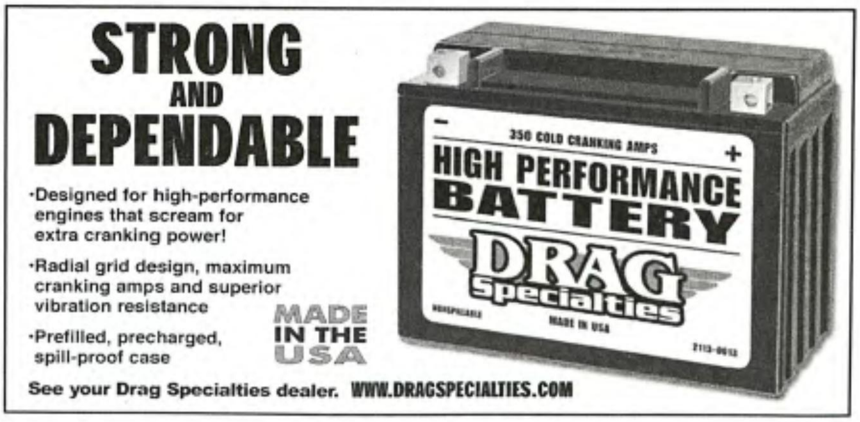

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GET A GRIP
No More Tingly Fingers With E-Grips From Custom Chrome

Here's a quick question: Do your fingers get tingly when you're riding? If they do, it could be caused by the way you grip the bars. This isn't about telling you *how* to ride, we're just going to show you some new grips that could help.

The new E-Grips from Custom Chrome were developed by an orthopedic doctor. They are designed to conform to the shape of the human hand when it's wrapped around an object that is about 2 inches in diameter. [*We're still talking handlebars here.*] When you look at them you'll notice they have two raised sections on them; one is for your fingers and the other is for your palm. These grips allow you to control the throttle and bars without squeezing hard. This relaxed grip cuts down on the tingles.

Installing the grips is a little different than normal. You need to orient the longer of the raised areas on the grip so that it fits into the curve of your fingers. This is easy to do on the stationary left grip, but because the right grip rotates to control the throttle you need to set it to the position where you hold the throttle when you're cruising down the road.

We installed a set on a late-model Softail and noticed an easier ride. These grips fit all 1-inch bars (CCI P/N 66605) and retail for $39.95.

— John Sullivan

When we installed the right grip, we first rode the bike down the freeway at our normal cruising speed. We noted about how far we twisted the throttle to maintain that speed. Back at the shop, we rotated the throttle to the point we determined, and then using the throttle lock, we held the throttle at that position. We then sat on the seat, held the E-Grip so that the larger of the raised areas was under our fingers and slid it into place.

The grips are made of an elastic, rubber-type material. Their secret is in the two raised areas on each grip, which conform to your hands.

The right-side grip fits over the stock throttle sleeve. The stock grip can be cut off with a razor.

When we decided that we were comfortable with its position, we glued it to the throttle sleeve. On the left side we fit the grip in a similar manner. Once they were both on we found that they were just what the doctor ordered.

Photos: John Sullivan

RIDING ON AIR
Installing A RigidAire Seat

There are lots of things you like feeling when you're scooting down the road—the wind in your face and a hottie's knockers on your back. Then there are things you don't like feeling, like a bumpy seat under your ass. Some bikes bring out the worst in a seat, they mostly fall into the rigid style. When the factory was building rigid-framed bikes they put a pogo stick under the seat to ease your ride. The "less is cool" chopper builders chucked the sprung seat post and bolted a skinny little seat right onto the frame. It looks great, but it's no way to get from point A to B, unless your destination is just around the block.

Then along comes Paul Cox, from Brooklyn, New York, who invents an air seat. No, you don't blow up the cushion like an air mattress, it has a couple of air bags under the seat. He hooks these up to a small electric air compressor that mounts under the oil bag. The bike not only has an air-ride seat when you're rolling down the road, but when you park the bike you can let the air out of the bags and the seat goes down and your ride looks as cool as anyone's.

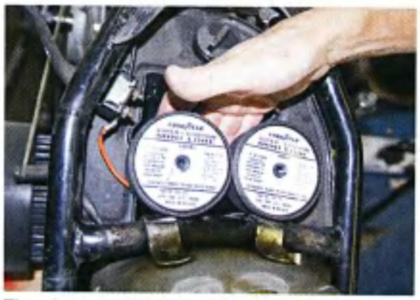
Paul sells the whole kit under the RigidAire Seat System name, retailing at $1,200. He designed the kit to fit rigids with round oil bags, however, we put it on a bike with an old fashion horseshoe tank. Installing the kit is a three-step deal. First you need to figure out where all the brackets go, and then weld them in. Then you bolt the air bags, compressor and lines in.

Finally, you install the electric switch and run the wiring. Depending on your ability and attention span, the whole gig can be done in a day or a week. We took the week, even though there wasn't any drama involved. Joe Sabol, of JS Customs, did the work (we watched), you can catch him at 818-998-6363.

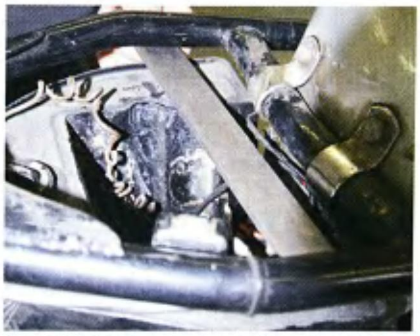
If this looks like something that your butt needs, give Paul a shout at 718-609-9067, or log onto his Web site at www.paulcoxleather.com . He also makes a hell of a line of seats to fit this RigidAire and any other type of bike.

—John Sullivan

The RigidAire Seat System kit includes the air bags, mounting bracket, compressor, switch and wiring. The air bags look like miniatures of the ones you see under a big rig. The air lines are all first-rate aircraft quality.



The air bags fit between the frame rails. Because our bike has a horseshoe oil bag, we moved the air bags closer together. This required a new mounting bracket, which we made out of flat stock.



We welded a couple of mounting tabs on the bottom of the frame rails and bolted the new bracket to them.

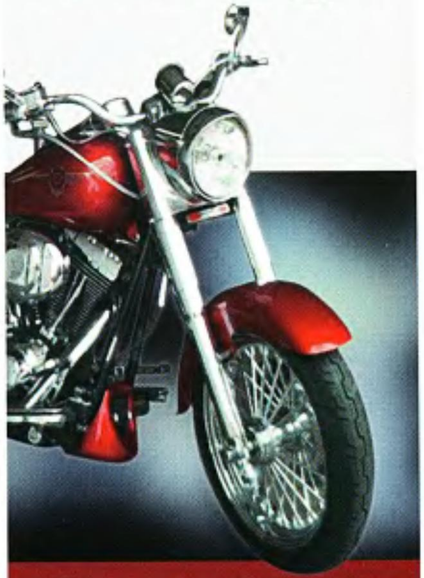
The front of the seat uses a steel strap that looks like half of a hinge; it comes with a separate bracket that mounts on the frame. Paul did his homework. The seat strap even has a pivot bushing in it.

The seat was attached to the bracket on top of the air bags and then the mounting bracket at the front of the seat was welded to the frame.

Photos: Kim Peterson

The air compressor was mounted under the oil bag and the airlines hooked up to it. We ran the electric wires to the accessory side of the ignition switch. When we want to go riding we turn on the air compressor until the seat has a little cushion to it. When the bike is parked, we open the air valve and the seat goes down so it sits on the frame rails.

Get Your Motor Running...



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EASYRIDERS' PERFORMANCE GUIDE

Hold on to your handlebars as we bring you the best of the best when it comes to performance V-twin components. We searched high and low for the most kickass go-fast goodies we could find, to bring you this guide dedicated to showcasing expensive stuff you need like a hole in the head, but can't live without.

— Lafayette

RevTech 110 V-Twin Mixes Beauty And Brawn

The engineers and technicians at Custom Chrome spent thousands of hours developing the RevTech 110 with three major goals: "High performance, exceptional reliability and head-turning good looks," the company says.

The RevTech 110 was engineered to make lots of power and features a bore-and-stroke combination of 4 inches by 4 3/8 inches, in an effort to deliver a wide power band for all occasions. The RevTech 110 is said to produce over 115 horsepower and 120 foot-pounds of torque.

The design team wanted an engine that would be virtually indestructible and started off developing new crankcases and then created a new manufacturing process to make them. The flywheels and connecting rods are made from top-quality forged steel.

Custom Chrome also wanted their RevTech 110 to look good with its blind case bolts, matched crankcase halves and smooth crankcase-to-cylinder-base profile. The rocker boxes were designed by John Reed and the fin edges on the barrels and heads are machined for a clean look.

See your Custom Chrome dealer or go to www.customchrome.com.

Spyke's Stealth Starters And Krypto-9 Drives Take On A New, Sleek Look

Spyke's SuperTorque starter now has a brand new and stylish shell. Concealed

bolts and minimal lines give way to a smooth design like no other, while maintaining the same great dependable gears and gear ratios, Spyke says. Better still, your name or logo can be engraved on the outer cap.

For the ultimate in starter drive strength, the Spyke Krypto-9 replacement starter drive utilizes cutting-edge technology to achieve maximum strength and hardness for motors that are hard to tame. The Krypto-9 fits 1.2kw through 2.4kw Spyke starters as well as other makes of starters needing a beefed up drive. Spyke recommends combining the Krypto-9 starter drive with any Spyke late-model starter if you need to make the most out of your starter.

This product is available from MC Advantages. Call 800-726-9620 or go to www.mcadvantages.com.

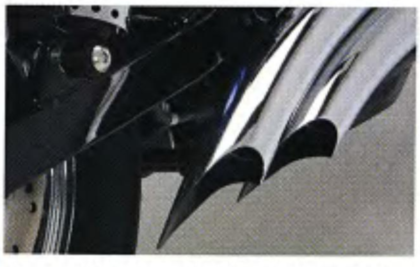
Fine Tune Fuel Delivery On Harley-Davidson EFI Engines

Screamin' Eagle's Pro EFI Race Fueler (P/N 32132-04, $224.00) lets racers increase the fuel flow on Harley-Davidson EFI engines without the use of a computer. It is especially handy for quick adjustments to accommodate the installation of less-restrictive exhaust components.

This compact device plugs right into the motorcycle wiring harness and is designed to remain on the bike. It offers bands for adjustment, that take into account multiple operating ranges and includes an accelerator pump feature. Adjustments are made by setting fuel, rpm range and accelerator pump potentiometers, with changes monitored on LED indicators. The Race Fueler changes fuel delivery only and cannot adjust rev limit or spark timing.

The Screamin' Eagle Pro EFI Race Fueler can be used on all 1995 and later Harley-Davidson models equipped with electronic fuel injection (EFI).

See your local Harley-Davidson dealer or visit the Harley-Davidson Web site at www.harley-davidson.com.

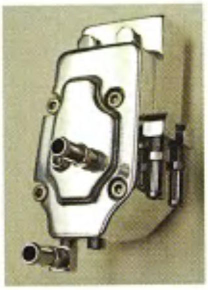


Vance & Hines' Big Radius Pipes Are For Harley-Davidson Dynas

Vance & Hines says you can pay twice as much for another system without baffles or heat shields…but why? Big Radius pipes by V&H feature luscious curves that were designed to call out for a second glance. V&H believes this is a system that will look great on the full custom as well as on the stock bike. The system has a curved, 2.5-inch full-coverage head pipe and muffler heat shields with scalloped end tips. Everything is drenched in V&H's chrome for head-turning, good looks and the system is said to have that signature

hot rod sound V&H is known for. Baffles and all the mounting hardware are included for a hassle-free installation. The Big Radius pipes for Dyna models (PN 26007) retail for $649.95.

For more information, contact Vance & Hines 562-921-7461.



Pro-Series Smart Pump Gets Oil Cleaned Before It Enters The Engine

TP Engineering now introduces its Pro-Series Smart Pump that sends motor oil to the motorcycle's oil filter to be cleaned before it enters the engine, rather than filtering the oil after it leaves it, as other oil pumps do. And for the first time, V-twin engine owners may now use 10-micron oil filters on their bikes for superior filtration. The Pro-Series Smart Pump utilizes the same patented 3-valve technology used in other Pro-Series oil pumps to ensure constant delivery of oil to the crankshaft, even at idle. The Pro-Series Smart Pump is available for all V-twin engines, including 1973-1983 Harley shovelhead applications.

Visit the TP Engineering Web site at www.tpengineering.com.

Edelbrock's Power Package For Harley Twin Cams With EFI Is Performance With No Guesswork

Edelbrock's Performer new RPM Power Package for Twin Cam EFI motors is assembled around the concept that great performance is achieved when an engine's components are designed to work together. Edelbrock's engineering and R&D teams have developed the Power Package to help riders get more from their Harley-Davidsons.

The Performer RPM Power Package include Edelbrock cylinder heads, Performer RPM camshafts, an adjustable pushrod set, a complete gasket set, and Edelbrock/JE pistons.

For Twim Cam EFI, the Performer RPM Power Package also comes with a CD-ROM that has application-specific information providing the most accurate calibrations possible and is compatible with the Screamin Eagle EFI Race Tuner Kit. The CD-ROM also includes calibration information for a variety of aftermarket pipes.

The Twin Cam EFI Power Package also includes a high-velocity air filter compatible with the Screamin Eagle air filter assembly.

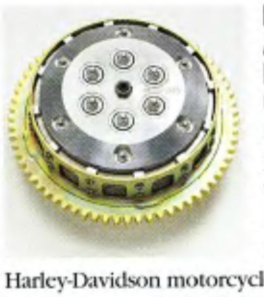
Power Packages for Harley-Davidson Twin Cam EFIs are available in natural finish (No. 30494), black (No. 30244) or polished (No. 30804).

Call Edelbrock at 800-386-8326 or log on to www.edelbrock.com.

R&R Billet Crankcases Are Made For Maximum Crank Stability

R&R crankcases are made from 6061-T6 double-wrought billet. They feature a Timken bearing on both sides of the crank along with an aircraft-quality ball bearing on the pinion side. "This ensures rock-solid crank stability," R&R says. Crankcases are available in either 3/8- or 1/2-inch offsets, and 1 1/8-inch deck height. They can be ordered for any custom bore and bolt pattern or they can be ordered for stock R&R cylinders.

Call R&R Cycles Inc. at 603-645-1488 for more information or look them up on the Web at www.rrcycles.biz.



Bandit Clutch Assembly Features Oversized Components

Bandit Machine Works produces clutches and belt drives for Harley-Davidson motorcycles. Bandit offers a full race-quality belt-drive clutch unit, available for existing bikes or for new construction bikes, including open belt drives for H-D Sportsters and big twins.

Featuring nine oversized friction plates, a welded steel sprocket/shell assembly, a billet pressure plate and an oversized bearing and hub assembly, the Bandit Superclutch is available to fit all big twins from 1941 to 2004. Superclutches are available in kickstart and electric start chain-drive and belt-drive versions.

A beneficial byproduct of Bandit's superior power capacity is that the lever pull of a Bandit clutch is by far the lightest of any clutch available for the H-D line for any given power output.

The model shown here fits 1990-1993 big twins.

Call 717-464-2800 or visit them online at www.banditmachineworks.com.

AIS Defines Ignition Technology For The Future

Spyke's new Fully Programmable (FP) Acculight Ignition System (AIS) uses optical sensors for extreme spark stability and produces up to three sparks per compression stroke that are precisely and individually timed by custom programming, they say. Coil saturation can be set to different values at different rpm. Spyke has built in an adjustable rev limiter that can be different for all curves. It also features two separate rpm-activated switches with variable on/off rpm settings that can have different values for all sensor states for use with nitrous or auto-shifting.

By utilizing these new technologies, the FP module allows each engine to be precisely tuned for maximum horsepower, torque, combustion and fuel efficiency. AIS is easily programmed by an authorized dealer utilizing a PC, AIS software and a Program Link Package. It is preset with four fully changeable advance curves. The AIS also has a tachometer output for almost any tach including automotive tachs. It features automatic coil shutoff and a precision stainless steel rotor for strength and reliability.

The AIS Stand Alone model has many of the same features as the FP, with four preset curves and no brainbox for simplified installation.

This product is available from MC Advantages. Call then at 800-726-9620 or go to www.mcadvantages.com.

MID-USA Power House 114 Motor Packs A Serious Punch

MID-USA's exclusive Power House 114 V-twin motor has been used by Billy Lane of Choppers Inc., Charlie Stiles of Loose Cannon Choppers and Danny Lawrence, head engine builder for the famous Richard Childress Racing.

Advanced design and manufacturing techniques along with extensive research and development allow MID-USA to exclusively offer this unique engine that uses the best materials and components available by trusted manufacturers. The Power House 114 was designed to safely run at 7,300 rpm and deliver smooth, reliable power.

MID-USA has incorporated several distinctive features that set the engine apart from its competition such as a massive, 4 1/4-inch bore combined with the 4-inch stroke. The pistons feature a 3-point cylinder contact design that distributes thrust loads more evenly than conventional OE style 2-point pistons. The side-by-side connecting rods feature offset wrist pin supports to allow the cylinders to stay in line and still keep the traditional 45-degree V-twin look. The 1-piece crankshaft features a 2-inch crank pin that utilizes bearings similar to that used in the automotive industry. Crankcases have improved wall thickness for superior strength and stability. MID-USA also designed high-flow cylinder heads machined from billet aluminum. They house the roller rocker arm assemblies in 2-piece rocker covers machined from billet aluminum.

The Power House 114 V-twin is said to produce approximately 135 horsepower and 130 foot-pounds of torque. The mighty motor is designed to fit all big twin frames designed for a V-twin engine. Each engine is shipped in a specially constructed polyethylene shipping container (deposit required). Includes Manufacturer's Statement of Origin. U.S. Patent No. 5,950,579

For complete info, contact MID-USA at 314-351-3733 or www.MID-USA.com.

Sputhe Introduces Extra-Big-Bore Cylinders

Sputhe says they've been making big bore cylinders longer than anyone else. The company's latest offering is what they believe may be the biggest cylinders for Evo motors ever made.

These cylinders are made from die cast aluminum with centrifugally cast manganese iron liners. Sputhe says these cylinders were used on the company's record-setting Bonneville race motorcycle and have a bore of 3.875 inches to allow an engine size of 109 inches when used with 4 5/8 inches of stroke. The cylinders come with a set of JE forged pistons outfitted with tool steel piston pins and Speed Pro rings. The heads also sport copper O-rings head gaskets and a pair of base gaskets that are made from stainless steel mesh.

Installation of this cylinder set requires that you bore the crankcases out. Stock cylinder location is retained and no modifications are required to the heads. The cylinders are stock height so exhaust pipes, intake manifold, pushrods, tubes, head bolts and top motor mount will all fit correctly.

Call Sputhe at 530-268-3024 for information or go to www.sputhe.com.

Firstryke Annihilates Compression With Bolt-On Ease

MC Advantages now has on hand Spyke's new Firstryke bolt-on compression releases for 14mm Evos and short-reach shovelheads. Constructed from polished high-grade aluminum, it requires no machining to install. It is as simple as changing the spark plugs. "Firstryke has been proven to extend the life of starters, batteries and charging systems," the company says. It is also an immediate help for hard-to-start bikes. In addition, it features state-of-the-art spark plugs that can provide a boost in horsepower.

Call MC Advantages at 800-726-9620 or go to www.mcadvantages.com.

Powermaster's Starter Is For Cranking Harleys

Powermaster Motorsports understands that high-compression, large-displacement engines offer more rotational resistance than stock. These engines need a starter with large amounts of torque to get started every time. This is why Powermaster now offers a high-torque starter for big twins. Using technology pioneered by racers to crank their 18:1 compression motors, Powermaster's Harley-Davidson starter fits '89 and later H-Ds and '81 and later Sportsters.

Riders who need more torque to start their large motors are given 40% more torque that the OEM starter with Powermaster's H-D starter. The starter features a 24kt gold-plated battery stud for better electrical connectivity and corrosion resistance and a side-mounted solenoid connection for easy installation. These starters come with your choice of chrome or a black, heat-disperant coating.

Powermaster says you get a dyno sheet with each starter you buy, reflecting the unit's exact performance.

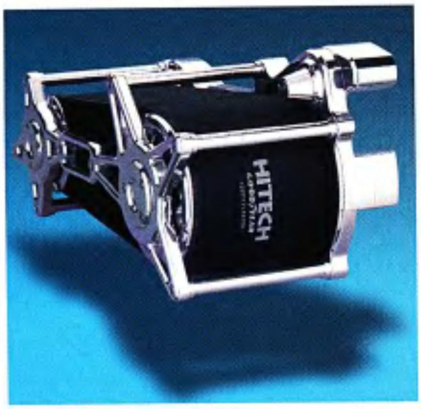
Call Powermaster at 865-688-5953 or go to www.powermastermotorsports.com.

Serious Power Comes In 159-Inch Package From Hyperformance

Randy Torgeson of Hyperformance now offers 159-inch Hypermotors for the serious street enthusiast. They feature a selection of billet parts including the Hyperformance Big Jug cylinders for maximum strength and stability. They

come complete with intake and carb on the single carburetor version (dual carb version is shown in photo). Hyperformance says their engine produces over 200 foot-pounds of torque and over 200 horsepower and will give most frames more than they can handle.

For more information call 515-266-6381 or go to www.kingofcubes.com.



Hitech's Got 6-Inchers

Hitech Products now has a new 6-inch belt drive for V-twin applications. The 6-inch belt drives are fitted with outer support bearings on the engine pulley and clutch basket and are equipped with Barnett Scorpion clutch assemblies. Hitech Products' 6-inch belt drive is shipped complete and ready to bolt on. Also available with each belt drive system are the high-performance Barnett lock-up and double stack clutch for the radical, big-inch motors.

Hitech Products' belt drives also exist in 4- and 5-inch version, in 15 different styles.

Call Hitech Products at 818-887-0136 for information or log on to the Web site www.hitechledproducts.com.

Team Matrix Offers Show-Quality Performance Heads

Team Matrix offers a fully polished, billet aluminum, high-flow top end kit for Twin Cam 95 and 103 engines. Precision

machined from 6061-T651 aircraft-grade aluminum, cylinders and barrels feature matched hex patterns for that show-bike look. Cylinder heads are fit with 2-inch stainless intake and 1.625-inch exhaust valves feeding to the company's com-puter-enhanced, high-flow port designs. Team Matrix says that in-house and independent tests have revealed impressive airflow numbers. The heads feature 84cc chambers, integrated compression releases and standard 4.935-inch deck height. Cylinders and pistons are machined as individual sets, then fit and inspected to exacting tolerances. The cylinder/ barrel combos are compatible with both EFI and carburetor induction and accept Harley-Davidson's Screaming Eagle performance bolt-on accessories.

Suggested retail for the complete, show-quality package is $3,295. Go to www.matrixframesusa.com for information or call 805-647-2117.

Get On A Big Power Trip

LifeStyle Cycles/Performance Techniques have developed a line of performance packages for Twin Cam, Evo and S&S V-twin motors that take the guesswork out of pumping up your V-twin.

For Twin Cam and Evo motors, there are three performance packages available. Stage I includes opening up the intake and exhaust valve seats and blending the seats to the ports, adding Viton valve seals, LifeStyle Cycles/Performance Techniques 1.900-inch intake and 1.625-inch exhaust valves, resurface the heads for the optimum compression ratio.

Stage II includes all of the previously mentioned modifications, plus full porting and flow testing, replacing the stock guides with new LifeStyle Cycle/ Performance Techniques guides, a full radius valve job, install compression releases and resurface the heads.

Stage III includes all the features of Stage I and II, plus larger intake seats and valves for engines of 103 cubic inches and larger, and re-chambering of the heads if necessary.

The performance package for S&S engines includes complete flow testing, reworking the intake and exhaust as well as resurfacing the cylinder heads to bring your compression ratio up to the desired level, a high-performance cam, ignition system and performance carburetion. "You'll really notice a difference in the responsiveness of your S&S engine with the addition of the LifeStyle Cycles/ Performance Techniques Performance Package," the company says.

You can also send in your heads and barrels so that performance-guru, Larry Hardy, can work his magic on them, or if you can't wait, buy their new pre-worked heads and barrels outright. You can also have them sent out to be fully polished, powdercoated or painted and have the fins diamond cut for you.

Give LifeStyle Cycles/Performance Techniques a call at 714-490-0155.

LBV Engineering Smoothes Out The Ride

Owners of chain-drive Harleys will enjoy the improved ride qualities and fewer chain adjustments with the installation of LBV Engineering's rear chain tensionner, the manufacturer says. The spring-loaded roller takes up chain slack and is designed to reduce drivetrain vibration, sprocket and chain wear of the inner primary. Although it's designed for production swingarm models, it's also said to be effective in rigid frame bikes. Available for FL-FX series, Sportsters and Softail models.

The parts, designed for maintenance-free long life, include a urethane roller revolving on sealed precision ball bearings and chromed parts and hardware. The units are unconditionally warranted for one year.

Call or fax LBV Engineering Inc. at 630-860-9966 for information.

NOS Dual-Bottle Show System For V-Twins Packs Double The Punch

Nitrous Oxide Systems has a dual-bottle show kit for V-twin applications. The multi-purpose kit was developed to impress observers at shows *and* to perform on the track. NOS kits are tunable by changing jets and can add between 30% and 40% more horsepower and torque per cylinder with a simple push of a button. The fogger system utilizes a pair of stainless steel Soft Plume Fogger nozzles that are designed to allow for the finest atomization of fuel and nitrous available. The fogger system's direct-port design eliminates the washed down manifolds and inconsistent horsepower problems associated with plate systems, plus you get the added benefit of individual cylinder tuning with simple jet changes. The kit can be installed in an afternoon without custom fabrication using typical hand tools.

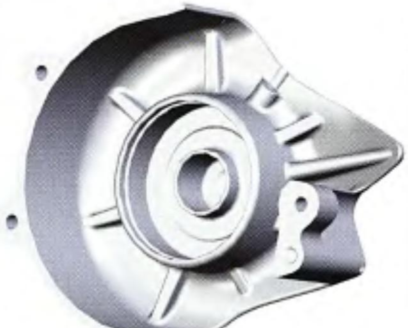
Each direct port kit includes two stainless steel Soft Plume Fogger nozzles, chrome solenoids, two polished 10-ounce bottles, two billet aluminum bottle brackets, dual nitrous feed lines, nitrous "Y" fitting, filters, fittings, fuel pump, and all other necessary components.

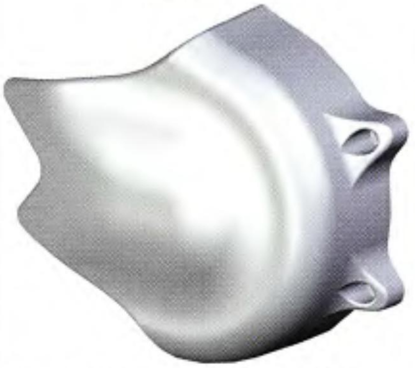
For more information call Nitrous Oxide Systems 714-546-0592 or go to www.nosnitrous.com.

Fi2000R Plug-In Fuel Processor

Cobra has improved their time-tested Fi2000 fuel processor by adding leads that snap directly into a bike's injector bodies. Cobra says the processor allows a full range of fuel adjustment across all rpm ranges. It is believed to smooth out the powerband and improve throttle response, offering a better ride. Say goodbye to air/fuel mixture problems and backfiring on deceleration with the Fi2000R on your bike, Cobra says. Installation of the system is simple: clip it into the fuel-injection and go. Cobra says the kit doesn't require fuel map adjustments or computer downloads. The Fi2000R is designed to work with '95-'05 FLHT, FLHR and FLTR models and retails for $239.95.

See your Drag Specialties dealer or go to www.dragspecialties.com.





Prowler's Clutch Actuator And RSD Bearing Support Are One Package

AEC continues its run of engineering innovations with this new component. The Prowler hydraulic clutch actuator was designed to reduce the strain on your clutch hand, while providing a much-needed internal shaft support with bearing for the right-side drive trannies. In addition, the system's outer shell was designed to offer a smooth appearance. With its internal hydraulic mechanism and the hose inlet tucked underneath, all lines have been placed out of sight.

AEC's new clutch actuator not only fits the manufacturer's own right-side drive transmissions, it can provide its benefits to transmissions by Baker and other manufacturers.

Call AEC at 800-252-3552 or go to www.goprowler.com for detailed information. Dealer inquiries are welcome.

Harley-Davidson And JIMS Create A New Twin Cam Race Kit

Available through Harley dealers, the JIMS Twin Cam Race Kit is a component package designed to serve as a solid foundation for racers seeking big horsepower and displacement. The engine kit is designed to fit Harley's Dyna and FL models originally powered by the Twin Cam 88 engine. The JIMS Twin Cam Race Kit is not a street legal motor.

This 120-inch package, developed by JIMS USA of Camarillo, California, reportedly pumps out 125 rear-wheel horsepower at 6,200 rpm and 121 foot-pounds of torque at 3750 rpm on 91 octane pump gasoline. This engine kit was developed as a result of a license Harley granted to JIMS for use of some Harley Twin Cam intellectual property.

The JIMS Twin Cam Race Kit is based on a 356-T6 aluminum crankcase with enough case material to support a bore size up to 4.800 inches. The kit does not use a bored stock case, it is a brand new JIMS crankcase with increased wall thickness for larger bore potential. Being a new crankcase, the kit ships with a JIMS serial number and an manufacturer's statement of origin (MSO). The JIMS Twin Cam Race Kit is delivered with the lower end fully assembled. It also comes with all components required to complete the engine, including JIMS forged pistons, JIMS 4.125-inch bore cylinders and JIMS cylinder heads with matching stud spacing. The cylinder heads and cams were developed in conjunction with the Harley-Davidson Screamin' Eagle group. Stock rocker covers are CNC relieved by JIMS to clear special valve springs. Fuel is delivered by a Screamin' Eagle Pro Super Bore 51mm carburetor and matching intake manifold. A Screamin Eagle Pro Adjustable MAP Ignition System handles timing and spark (engines for '04 models use the Screamin' Eagle Pro Ignition Race Tuner Kit).

Experienced technicians can finish the assembly of the JIMS Twin Cam Race Kit in just four to six hours using detailed instructions which are included. The kit is offered in black or silver powdercoat, color-matched to stock Harley-Davidson transmissions. This kit will also soon be available as uncoated (intended for

custom paint or polish). Suggested retail price in the United States is $7,999.95. This price includes all the necessary components to build your racing motor including ignition and carburetor. The JIMS Twin Cam Race Kit is intended for racing use only. Softail cases and EFI kits are currently not available.

For information on JIMS Twin Cam Race Kit call 805-482-6913, or visit the JIMS Web site at www.jimsusa.com.

Performance You Can Feel With The Teardrop Power Pacc System

You can now increase your V-twin's performance and maintain that classic high-performance look of the S&S-style teardrop air cleaner cover with Doherty's Power Pacc air cleaner assembly.

Doherty says the system was tested and proven to provide usable increases in overall performance. The bolt-on conversion assembly incorporates a unique, CNC-machined backing plate with integral, enhanced air entry. Each kit comes complete with a specially designed washable K&N filter and premium mounting hardware. Available for '84-and-later Evolution and Twin Cam 88 machines fit with Keihin CV, Mikuni, and S&S carburetors as well as current Delphi fuel injection, the Power Pacc teardrop air cleaner kit is designed to work with S&S and S&S clone teardrop covers.

For complete details call 800-956-9409 or log on to www.dohertymachine.com.

Thundervolt Spark Plug Wires

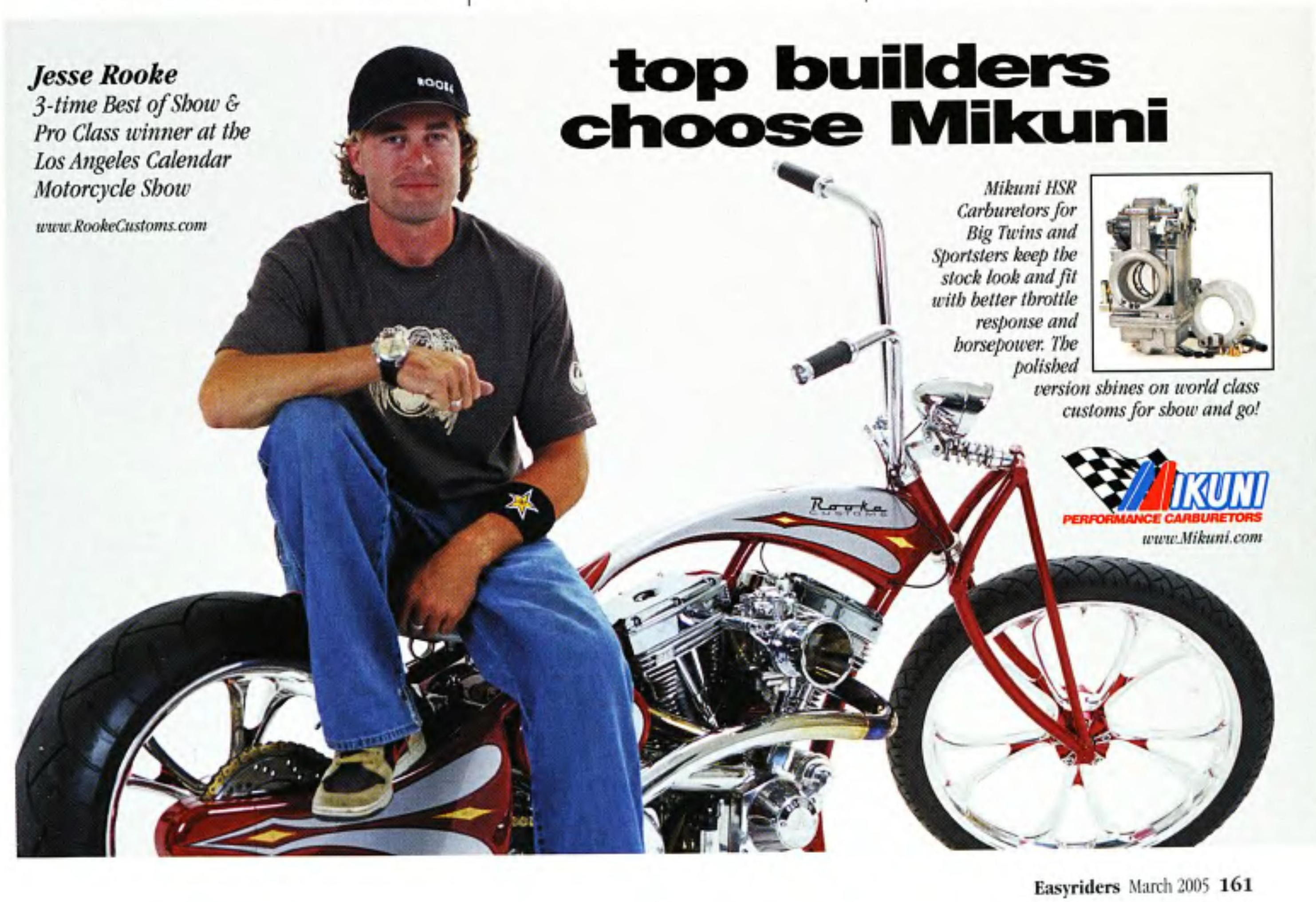
Sumax says their high-performance wires ignite the unspent gases that would otherwise foul your plugs. They also observed an increase of over 2 horsepower on a Twin Cam motor. Installing these wires is believed to make starting easier and to improve your engine's performance and gas mileage. Sumax says these fat, 10.4mm

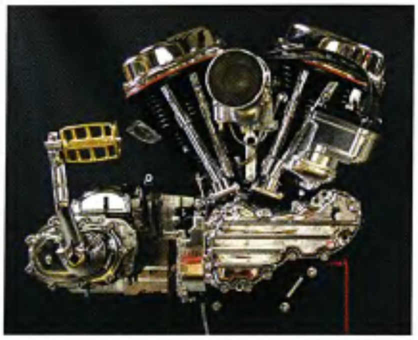
wires are technically superior due to their low 50 ohms-per-foot resistance coupled with a high-tech insulation that is second to none. Wires feature black with gold lettering and black plug boots. These wires are distributed by Drag Specialities, Midwest M.C., MID-USA, Tedd Cycle, Biker's Choice, TEC, Zodiac and Küryakyn.

Call Sumax at 315-768-1058 for information or log on to www.sumax.com.

Iconic V-Twin Engines Hopped Up For Today's Custom Bikes

Accurate Engineering has built custom V-twin engines seen on Discovery Channel's *The Great Biker Build-Off*. The





panhead and shovelhead applications.

The customer chooses the style of engine and primary/transmission combo and Accurate Engineering will provide them with everything they need to assure proper fitment and components for their rolling chassis.

Accurate Engineering manufactures many parts in-house and offers a one-year/12,000-mile warranty.

For more information, call Accurate Engineering at 334-702-1993 or visit them on the Web at their Web site: www.accurate-engineering.com.

RC Components Unleashes The Air Forced One Turbo Kit

RC Components says their turbo system for V-twin application provides a 50 to 100% increase in reliable horsepower and torque without needing to install big cams or high-compression pistons. The impressive kit comes complete with fuel and oil lines and fittings, boost gauge and an S&S Super G carburetor. Completing the kit is the turbocharger assembly with air filter, coated header pipe designed for use with a turbocharger, and an exhaust system with a chromed heat shield.

For more information contact RC Components at 270-842-6000 or log on to www.rccomponents.com.

TCFI Gen II Fuel Injection Controller For '01-'05 Twin-Cam 88s

Daytona Twin Tec's TCFI is designed to solve tuning problems with highly modified V-twin engines. Competitive "band-aid" products that interface to the Delphi controller still rely on speed-density fuel control. Long duration/high-overlap

camshafts wreak havoc with manifold pressure especially at idle and cruise rpm, so speed-density-based fuel control simply can't cope, Daytona Twin Tec says.

The TCFI kit includes a wide-band exhaust gas oxygen (WEGO) sensor interface that allows auto-tuning during actual on-road riding conditions. The new second generation WEGO II interface uses a low cost Bosch LSU 4.2 wide-band sensor. The user programs a table with the desired air/fuel ratios—the system then does the rest.

New H-D motorcycles use the SAE J1850 data bus for communications between the engine control module (TCFI), instrument cluster, turn signal/security module (TSM/TSSM), and diagnostic scan tools. The second generation TCFI fully supports this new J1850 data bus. The TCFI also has built-in data logging that stores data for the last 15 minutes of operation. Windows compatible software allows the use of a laptop PC for programming and data analysis. A PC link cable plugs into the existing diagnostic connector on the motorcycle wiring harness.

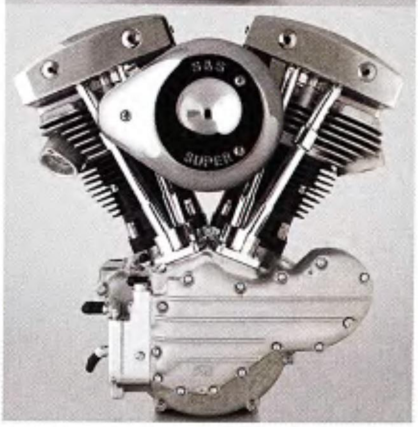
Suggested retail price of $695 for a complete installation kit. Call Daytona Twin Tec at 386-304-0700 or go to www.daytona-twintec.com.

Screamin' Eagle Pro 103+ Cylinder Heads

Harley-Davidson says you can extract more performance from Twin Cam engines displacing more than 103 cubic inches thanks to the Screamin' Eagle Pro 103+ Cylinder Heads (P/N 17071-03 $1,149.95 Black, P/N 17072-03 $1,099.95 Silver). The combustion chamber shape provides a clean and consistent burn for large-displacement engines. Larger 2.080-inch-diameter intake valves and 1.623-inch-diameter exhaust valves, plus resized and reshaped ports, better handle the airflow of a 103-inch engine.

When combined with Screamin' Eagle Pro 103+ Stroker Pistons (P/N 22483-04 $279.95), these heads produce a 10.5:1 compression ratio. The valve springs can accommodate cams with 0.650 inches of lift and up to 7,000 rpm. Screamin' Eagle Pro 103+ Cylinder Heads fit '99-later Twin Cam engine models with big-bore cylinders and a stroker flywheel assembly. EFI engines will require ECM recalibration using the EFI Race Tuner Kit.

See your local Harley-Davidson dealer or visit the Harley-Davidson Web site at www.harley-davidson.com.



S&S Cycle Shovelhead Engines Bring Back Fond Memories

S&S Cycle Inc. now offers complete shovelhead V-twin engines. These new engine assemblies are manufactures by S&S and feature the new S&S polished billet rocker boxes and tappet guides. S&S wanted to offer the bike builder even more alternatives by releasing two variations of the shovelhead V-twin. You can now choose between the alternator-style and generator-style version of the venerable shovelhead V-twin. Available engine sizes are 80 inches and 93 inches. A 93-inch alternator/generator style engine is also available.

Call S&S Cycle Inc. at 608-627-8020 or look them up at www.sscycle.com.

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2005 SCHEDULE

Jan 8-9 2005	***2nd Annual Dyno-Drag Nationals - Pomona, CA***
Jan 14-16	Open
Jan 21-23	Open
Jan 28-30	V-Twin Expo-Cincinnati, OH
Feb 4-6	Open
Feb 11-13	Open
Feb 18-20	Easyriders Bike Show-Columbus, OH
Feb 25-27	Open House Thunder Cycles-Ft. Lauderdale, FL
Mar 4-13	Bike Week-Daytona Beach, FL
Mar 18-20	Specialty Motorsports-Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	N.M. Motorcycle Show and Swap Meet-Albuquerque, NM
April 15-17	Cycle Center-Freemont, CA
April 20-24	River Run-Laughlin. NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo-Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Spring Bike Week-Myrtle Beach, SC
May 27-29	Open
June 3-5	Doc's Harley-Davidson-Kirkwood, Il
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Bike Week-Laconia, NH

June 24-26	J&P Cycle-Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	2 Wheeled Pony-Wooster, OH
July 15-17	Competition Accessories-Springfield, OH
July 22-25	Bikefest Carlisle, PA
July 28-30	Honda Homecoming in Marysville, OH
Aug 5-7	Open
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	San Jose Harley-Davidson in San Jose, CA
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stoen Mountain H-D in Lilburn, GA
Nov 11-13	Open
Nov 18-20	Open
Nov 25-27	Open
Dec 2-4	Open
Dec 9-11	Open
Dec 16-18	Open
Dec 25	Merry Christmas

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Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

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ReadersRides

Larry Frye
Tacoma, Washington
1995 Shovelhead Custom

This is what you might call the result a psycho bro's vivid imagination. I mean that in a good way, of course, as Larry, the creator of this wild sled is not really psycho—although I have no proof to support that statement. Instead, he is the owner of Psycho Bros, a small shop in Tacoma, Washington, where he and his dad (also Larry) and expert painter Jeff Mickelson specialize in wide-tire bikes and come up with some amazing stuff.

This one, in particular, used to be an old-school hardtail with a 74-inch shovelhead motor, before Larry changed it completely. "I got into an accident one day and decided to customize it when I opened my shop," Larry tells us. "So we took the stock '72 tanks on it and stretched them. The frame is a stock 74 Santee Police-style 130, into which we crammed a 180 rear tire. We had to machine special spacers for the sprocket and the wheel."

The most drastic alteration between the Carriage Works rear wheel and the Hallcraft's 80-spoke front is, of course, the motor. "I had a buddy of mine do the motor for me. It's a 103-inch S&S shovelhead motor, with JIMS roller rockers and big axle lifters. We took the stock cam out and put a bigger one in it and it's got Thunderheader pipes on it. There's a lot of small parts we built, like the license plate bracket and a lot of billet aluminum stuff," Larry boasts.

For more info on this and other bikes the intrepid trio builds, surf over to www.psychobros.com and see for yourself, whether these guys are truly psycho bros or just Psycho Bros.

—Tripper

Photos: Owner

ReadersRides

Kerry Cassidy
Chesterfield, Michigan
1976 FXE

We here at the office pride ourselves in timely and topically relevant reporting; it's our forte and one of the features that make our magazine so popular. Accordingly, we bring you Kerry's '76 shovelhead, about which he has the following to say: "I promised myself, when I sold my 1981 FXWG in '96, that by the time I turned 50, I would have another Harley that I built from scratch."

He means this one, of course, and since it took him seven years to build it, we thought it'd definitely be worth a couple of pictures on this page. "I like shovels and have owned two others for a total of 12 years," Kerry goes on. "I know what makes them tick and to me, they're a damn fine looking motorcycle."

With the kids grown, Kerry says he and his wife of 25 years are looking forward to some long weekend trips and he adds, "it sure would make for a fine commemorative to see my scooter in *Easyriders* in 2004, the same year I turn 50 and the same year Barbara and I celebrate our 25th wedding anniversary."

As I said before, timeliness and topical relevance are very important to us and it is with that in mind that I (speaking for the rest of the staff) wish Kerry, Barbara, and their beautiful shovelhead a happy birthday, anniversary, and long, memorable trips and safe riding throughout the year…uh, 2005….

And beyond, of course. Way beyond.

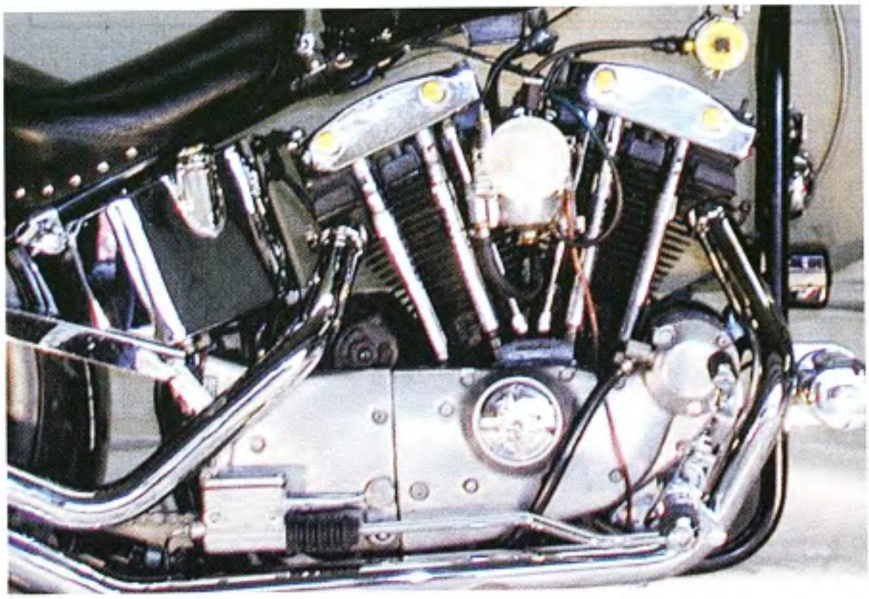
—Tripper

Photos: Owner

Mike Pangle
Lubbock, Texas
1982 Ironhead Sporty

It may seem silly, but I was having a hard time trying to find an angle for this bit on Mike Pangle's Sportster. It's obviously not a newfangled bike, but rather of the old-school-style, something you can tangle with in a friendly sort of way. It's got an old Ironhead motor sitting in a rigid frame with outlaw pipes...there's no jingle, no jangle, just throaty thunder emanating from those shotguns.

Pangle also wrangled up the bike's Mustang seat and gas tank, as well as the 10-inch-over front end with some leather fringes dangling from its apes. Mingling twixt and about the cast iron jugs are the S&S carb, Excel ignition, and a jungle of glow-job wires, connecting parts and accessories spangled hither and yon and all the way to the tombstone Bluedot taillight above the shingle-like license plate.



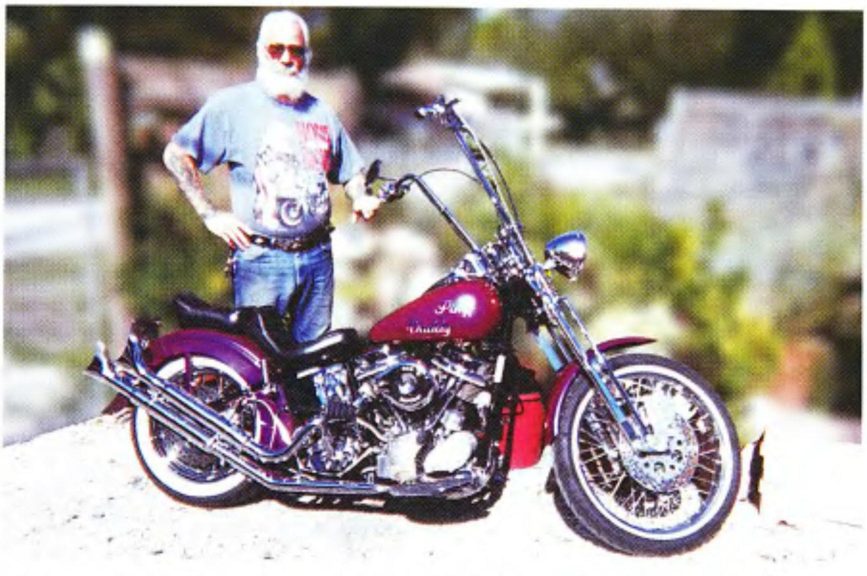
As we can see, Pangle didn't bungle, wangle or mangle a single thing on his ride, tingling us, as it were, with excitement over its clean and disentangled lines with nary a cringle in them. So there's no need to strangle Pangle for entangling our individual imaginations with what some would surely like to deride as mere bangle of a motorcycle, a half a Harley, if you will. It's a Sportster, and as such, a true Harley. We must therefore recognize that Pangle has achieved, with single-mindedness and clever commingling of parts, a true beauty here.

But what I'd really like to know...that thing under Mike Pangle's gas tank...is that a Pingel?

—Tripper

Photos: Owner

Larry "Pan Head" Rackham
Fort Myers, Florida
2003 Retro Panhead



While Larry says his nickname's "Pan Head," it should probably be "Hard Head" instead. "I have been riding the same 1958 panhead for 32 years," he says, adding that "over the years it has broken my left leg in seven places and my right leg in 10 places about seven years later, but I have never considered to quit riding, because it's too much a feeling of freedom."

But even hard heads eventually grow soft and in Pan Head's case, this meant he opted for a newer bike. A Pimp Daddy kit bike from Chrome Specialties, to be specific. "I like the looks of the old-school-type chopper, so I saved my pennies and bought the kit with a retro pan motor," he says, as if anyone would expect anything different.

So there you have it, a hardtail frame with a 4-speed kickstart tranny and a few changes of his own liking, like an electric start kit from Tech Cycles and a bunch of other parts he bought at Verdow Motors in Fort Myers. Pan Head assembled everything and then tore it apart again to get the red and purple paint on, along with the "Pimp Daddy" script on either side of the gas tank. After that, he says, "I started the long battle with the state of Florida to get it titled, which took almost as long as building it."

Now it's on the road, and we already wonder how long it will be before Pan Head breaks his first bone on it.

Hey, just kidding!

—Tripper

Photos: Owner

I USE IT TO COOK IN,.. WASH MY SOCKS IN IT,... HAUL WATER WITH IT,..
I TELL YOU - I DON'T KNOW HOW I EVER GOT ALONG BEFORE WITHOUT A HELMET!
TOMASIC

THE RADICAL ALTERNATIVE

2005 AMERICAN IRONHORSE LSC CHOPPER

Remember the early '90s when you had to wait in long lines to get a Harley and dealers were adding little goodies and raising the price—just because they could? Back then, a number of entrepreneurs got the bright idea that if Harley couldn't fill the demand for its bikes, then they would.

Over the next decade, many independent companies sprang up essentially offering hand-built V-twin motorcycles using mostly S&S and a few other brands of engines, along with a variety of aftermarket frames and parts. By meeting EPA and DOT requirements and by issuing legal titles rather than "specialty construction" certificates, they were actually manufacturers rather than customizers. Some dudes called these bikes "clones," but of course that was inaccurate.

A clone is an exact copy, while these bikes were usually much more radical and performance oriented than any stock Harley. Hey, if you wanted a bike with a stretched frame, radical rake, hardtail and 100 horsepower, Harley didn't make it but many of these guys did.

American IronHorse (AIH) started business in 1995, and is among the largest of these small manufacturers and has 105 dealers. Their bikes come with the S&S 111-inch V-twin engine as standard, with the 117- and 124-inch optional.

Scope out the 2005 AIH LSC model and you'll realize immediately that this radical ride is no Harley clone. It starts with a hardtail, large-tube-diameter frame with 4 inches of stretch in the backbone and 8 inches in the downtube, so it shows plenty of air above the engine. The fork is 12 inches over stock, with a 38-degree rake in the frame and an additional 4 degrees in the trees. Yeah, those are polished lowers.

Did we say radical? The LSC has a super-stretched chopper tank and solo custom seat. At either end rolls a custom forged billet wheel, a 21-inch up front and a huge 18-inch rear with 280-series rear tire.

And none of that stuff about making a bike look good but not perform well. The LSC comes stock with the polished 111-inch S&S motor crankin' out about 110 horsepower, and all that power gets shunted through a proprietary 6-speed, right-side drive trans to a belt final drive.

All AIH's bikes use a 2-into-1 dyno-tuned exhaust system for max power and performance. For stopping power check out the pair of front disc brakes with 4-piston calipers and the single rear disc. The LSC comes standard in solid basic, pearl or candy paint, with other optional colors .

One of the problems with building alternative bikes is that some manufacturers purchase frames and wheels and foot controls and everything else from a variety of sources, then try to bring them together on the assembly line—talk about a marriage made in hell! Anybody

who's ever tried to mount an accessory that didn't fit right can appreciate the multiplying nightmare possible when most components may have been made by different companies. To avoid this, AIH builds more than 300 components for its bikes.

Ya also have to appreciate how AIH avoids the other problems that come with building a custom bike. You spend hundreds of hours and thousands of bucks planning and customizing it, lining up a painter, waiting for the painter, then waiting more for the painter. Then you've got to try to license and insure and finance the thing. If you're lucky, you'll get it on the road in six to nine months. If something goes wrong, what's the warranty?

AIH has dealers and showrooms, can get you your bike in 90 days (OK, you still have to wait for it) and its warranty is for two years, unlimited miles. Price for AIH's bikes ranges from $25,900 to $33,500.

What's behind AIH? Their Web site states that *Inc.* magazine, in its annual *Inc. 500 Special Issue* that was published in late 2003, ranked AIH 108th among the 500 fastest-growing companies in the United States. They noted that the company had experienced five years of sales growth of 1,445%, and that it had $42.7 million in sales in 2002.

—Biker Bill

You want to look into this? Here's where to get the info:

American IronHorse
Motorcycle Company
4600 Blue Mound Road
Fort Worth, Texas 76106
817-665-2000
www.americanironhorse.com

Owner(s): American IronHorse
City: Fort Worth, Texas
Designer: American IronHorse

General
Fabrication: American IronHorse
Year and make: 2005 American IronHorse
Model: LSC chopper
Assembly: American IronHorse
Time: 60 days
Chroming: American IronHorse

Engine
Year: 2005
Model: S&S 111-inch
Rebuilder: American IronHorse
Ignition: S&S
Displacement: 111 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Head: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: American IronHorse 2-into-1 dyno tuned

Transmission
Year and type: 2005 American IronHorse RSD
Shifting: Close-ratio 6-speed

Painting
Painter: American IronHorse
Color: black

Frame
Builder: American IronHorse
Type: rigid, large-diameter tubes
Rake: 42 degrees
Stretch: 4-inch top tube, 8-inch downtube
Shocks: Fahgeddaboudit!
Other Modifications: 12-inch-over fork tubes

Accessories
Bars: American IronHorse chromed custom Sweepers
Handlebar controls: American IronHorse
Fender(s): American IronHorse
Headlight: American IronHorse
Taillight: American IronHorse
Speedo: American IronHorse
Pegs: American IronHorse
Electrics: American IronHorse
Gas tank: American IronHorse
Oil tank: American IronHorse
Oil system: American IronHorse
Primary cover: American IronHorse
Seat: American IronHorse
Mirrors: American IronHorse
Grips: American IronHorse

Forks
Type: telescopic
Extension: 12 inches
Builder: American IronHorse

Wheels

Front
Size: 21 x 2.250
Tire: Metzeler 80/90 – 21

Rear
Size: 18 x 10.5
Tire: Metzeler 280/35 - 18
Brakes: American IronHorse dual front discs, single rear disc

Photos: Michael Lichter

ComingAtYa

April *Easyriders* (No. 382) is filled with foolishness, as well as a pantsload of cool custom bikes and sexy Sallys. Check out the latest customs by Goldammer, Bergeron, Stinger Customs, John Vescovi, Jerry Burrows, Redneck Engineering and we test ride a new Hellbound chopper!

Join us for all the shenanigans of the *Easyriders* Invitational Bike Show in Atlanta, ride with us to the Fallen Heroes Run, Hard Rock Roadhouse and Las Vegas BikeFest. You'll also find everything you need to know about the upcoming Loudon Classic.

In the tech shed we'll make sure your wheels are properly aligned and also bring you a Guide to Tools, Lubricants and Books!

On the newsstands, our 32-page outsert shows off Six Sick Sleds. *On sale March 1st*

March's *V-Twin* (No. 47) takes you behind the scenes to see how they film Discovery Channel's *American Chopper* TV series. See what's new with the paint wizards at Airea 5150, meet master builder Barry Cooney, and travel to England for their H.O.G. Rally. In the tech department we'll show you a performance upgrade, tell the truth about oil coolers and offer up an Aftermarket Guide to Performance Products. We'll also showcase all the new Metric Model Cruisers for 2005 and test ride the Victory Kingpin. PLUS nine incredible bike features! On the newsstands, we'll include our 32-page 2005 American Model Guide to whet your appetite for just the right bike for you. It's comin' soon in the magnificent March issue of *V-Twin* magazine. *On sale February 15th*

The March issue of *Biker* will come atcha with the chick and bike that won our show in Sturgis. We've got coverage on new rallies and, of course, some reliable oldies that just keep on givin'. *On sale now!*

In the March 2005 *Wind*, (No. 120), we take a look at all things Sturgis, as well as a very special tribute to David Mann. Throw in this wild little hottie, Pleasure, and ya got yerself a righteous rag. Newsstand buyers will receive a special fall Roadware catalog. *On sale now!*

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